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For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.

El Salvador's New Atlantic Gateway Trade Route Via Puerto Barrios

Its Physical and Economic Advantages

By Wm. V. Harloe

Freight Traffic Manager, New York

As an important factor in the expansion of international trade in Central America, this new trade route is considered second only in importance to the opening of the Panama Canal

WITH the completion, in the very near future, of the new line of the International Railways of Central America linking their Salvador Division with that of Guatemala and making one international railway system of some eight hundred miles, the new Atlantic Gateway trade route for El Salvador via Puerto Barrios will be opened. This new route will greatly facilitate the handling of traffic to and from El Salvador and will result in bring its markets and sources of supply much closer to one another.

In a transportation sense this new railway system with its improved facilities is considered second only to the opening of the Panama Canal as an important factor in the economic development and expansion of international trade in Central America, affording as it will direct rail connection between the port of Barrios on the Atlantic Coast and the ports of La Union, Salvador, and San Jose and Champerico, Guatemala, on the Pacific Coast. It will also provide a rail route between the capitals of El Salvador and Guatemala and other centers of the two countries.

This international railway system, briefly described, traverses Guatemala from the Atlantic to the Pacific Coast, starting at Puerto Barrios on the Atlantic and proceeding westward through Zacapa, Progreso, Guatemala City, Amatitlan, Esquintla, and Santa Maria, at which point the line diverges westerly to the port of San Jose on the Pacific Coast, and northerly through the Guatemala coffee region on the Pacific coast to the port of Champerico. At Las Cruces the line proceeds further north and west on through Ayutla to Ocos on the Pacific Coast. There is also a branch extending from Maricon to San Felipe. At Zacapa the line proceeds in a southwesterly direction crossing the Guatemala-El Salvador border near Metapan and continuing on through San Salvador to Cutuco, which is the Pacific Coast terminal and the port for La Union. The Salvador division branches off at Texis Junction to Santa Ana and Ahuachapan, two large coffee producing districts.

The approximate rail distances between Puerto Barrios, the Pacific Coast ports and chief trade centers are as follows:

Barrios to		
Zacapa	103	miles
Guatemala City	198	"
San Jose	273	"
Champerico	355	"
Guatemala — Salvador border	173	"
Metapan	185	"
Texis Junction	207	"
Santa Lucia	219	"
Ahuachapan	244	"
Santa Ana	215	"
San Salvador	268	"
La Union	418	"

Eastern United States and Europe are the principal markets for El Salvador exports and imports. Located on the Pacific Coast of Central America and depending upon steamship service between its ports of La Union, La Libertad and Acajutla and those of Europe and the Atlantic and Gulf coast of the

View along new line between Metapan and Texistepeque

United States via the circuitous Panama Canal route, the need for an Atlantic gateway with a direct line of transportation to and from El Salvador's principal markets, has been apparent.

Appreciating the possibility of greatly improved trade by reason of an Atlantic transportation gateway and realizing the pronounced advantages of a direct rail connection with Puerto Barrios with its regular, frequent and fast transportation service and modern port facilities, the International Railways of Central America constructed its new line which forms a through rail route between El Salvador and Puerto Barrios, thus giving El Salvador the additional facility of an Atlantic gateway to facilitate the development of its trade.

Salient features of old and new transportation facilities

TO those unfamiliar with the Salvadorian traffic and economic situation, a brief outline embodying the salient features involved will, perhaps, be helpful in order that they may visualize and appreciate the advantages of the new Barrios route. Like its neighboring republics, El Salvador is chiefly an agricultural country and its economic conditions are largely dependent upon the production of coffee, which represents approximately 90 per cent. of its exports. From statistical data available, El Salvador's coffee production during the year 1928 amounted to 775,000 bags. This is said to be the largest crop in the history of the republic. Its coffee producing districts and their production during 1927-1928 coffee season are shown herewith:

	Bags
Santa Ana	240,000
East of San Salvador	186,000
Santa Tecla	126,000
San Salvador	112,000
Sonsonate	82,000
Ahuachapan	26,000

Virtually all of this coffee was exported, Germany, the largest buyer, taking 245,000 bags, followed by Holland with 100,000 bags, the balance distributed among Italy, the United States, Sweden, Norway, France, and Finland.

In the absence of the availability of a direct rail connection through an East Coast Central American port, all of the coffee necessarily had to be exported through West Coast gateways, where it was delivered to steamship lines for movement to Europe and the United States. Because of the limited steamship service from these ports to Europe or the United States, most of the coffee had to be transhipped at Cristobal for delivery to connecting steamer lines from Cristobal to European and United

States destinations, with the customary and unavoidable delay encountered in effecting transhipment. In some cases, because of the more or less circuitous route occasioned by calls at intermediate ports made by the steamer lines en route from Cristobal to European destinations, the coffee did not reach the consignee for from thirty to forty-five days after shipment from Salvador.

The new route provides a marked contrast with the present facilities for the handling of Salvador coffee via the circuitous and consequently slower Panama Canal route, involving as it does several transhipments and pronounced delays before the coffee reaches consignees in Europe. Salvador coffee shippers will be able, by using the Barrios route, with the weekly sailings of the UNITED FRUIT COMPANY steamers from Barrios to New York in conjunction with the frequent and regularly scheduled sailings of the fast and direct trans-Atlantic lines from New York to all European ports, to have their coffee delivered to their consignees in Europe within from twenty to twenty-five days as compared with thirty to forty-five days when shipped as at present via the West Coast ports and the Panama Canal.

Because of the much quicker time in transit and the clock-like regularity of service with an equality of through freight rates, it should naturally follow that coffee exporters of Salvador, especially those in the Santa Ana and Ahuachapan districts, will avail themselves of the new Barrios-New York route.

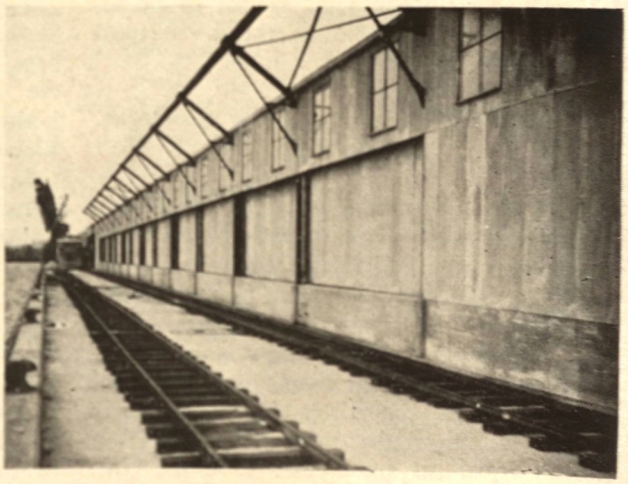
Inasmuch as nearly 80 per cent. of El Salvador's coffee crop is exported to Europe, a goodly portion of it should seek the route via Barrios and, in order to take care of this anticipated increased movement, the International Railways of Central America have recently constructed a highly modern coffee warehouse adjacent to the dock at Barrios with a capacity of some 65,000 to 70,000 bags, and have also expanded their railway yard capacity at Barrios to accommodate some 500 cars. The wharf at Puerto Barrios has been extended to accommodate eight ships, whereas previously only four could dock, two on each side of the wharf. The extension is constructed entirely of steel and has a covered steel *bodega* (warehouse) and one electric crane.

Aside from the desirability of quick delivery of the individual shipments of coffee, the Barrios route will enable El Salvador coffee in general to reach European destinations as promptly, or more so, as that of other coffee producing countries in competition with El Salvador, and this obviously desirable feature in favor of the Barrios route should appeal to the El Salvador shippers and consignees.

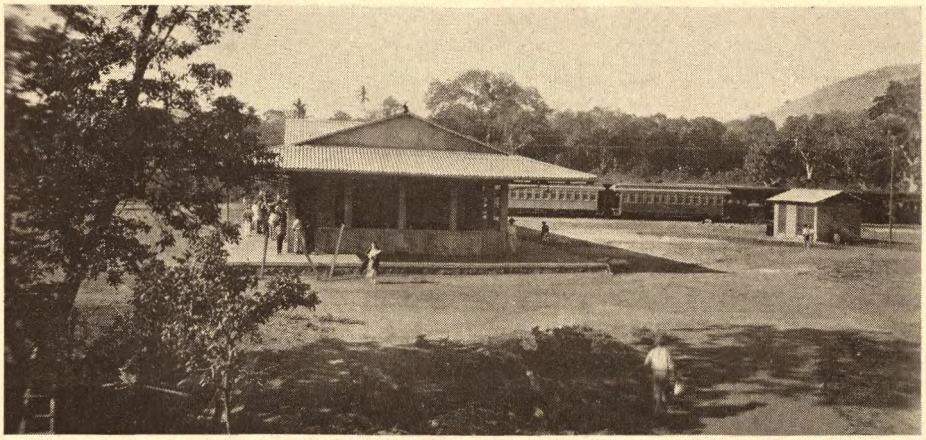
The handling of Salvadorian imports

THE value of Salvadorian imports during the year 1928 amounted to something over $19,000,000., of which slightly more than 50 per cent. came from the United States and the balance from Europe.

As in the case of its coffee exports, the imports of Salvador, due to the limited and infrequent direct steamship service from United States ports and those of Europe to the ports of El Salvador, were subject to delay because transhipment at Cristobal to



End of wharf at Puerto Barrios showing berth alongside coffee "bodega"



Exterior of Santa Lucia Station on the Salvador Division

connecting lines from that port to the Pacific Gateways of El Salvador was necessary, with the result that it took from twenty to thirty-five days for the merchandise to reach the consignees in El Salvador. But the pronounced delays encountered in the handling of Salvadorian traffic with transhipment will automatically be overcome by the new and direct route through the Atlantic Gateway of Puerto Barrios.

With the regular established sailings of the steamers of the UNITED FRUIT COMPANY from New Orleans (semi-weekly) and New York (weekly) to Puerto Barrios, merchandise can be shipped from either New Orleans or New York to points in El Salvador and reach its destination within from seven to fifteen days, depending upon the port of embarkation—less than half the time intransit on shipments moving via the more circuitous Panama Canal route.

Apart from the decided saving in time effected through the use of the Barrios route, shipments so handled will be subject to but one transhipment at the port of Barrios where transfer is made directly from ship to cars, whereas on shipments moving via the Panama Canal, with transhipment there and again at El Salvador ports, the risk of breakage, damage and pilferage is necessarily much greater with a consequent increased cost of insurance.

There is still another decided advantage, intangible though it may be, in favor of the Atlantic Gateway Barrios route—the shorter time in transit and the correspondingly

View of exterior of coffee "bodega" at Puerto Barrios erected by the I. R. C. A. for the storage of Salvadorian coffee

Two views of the busy interior of the cargo "bodega" of Puerto Barrios

quicker turnover of merchandise with the resultant diminished interest on money invested.

Customs Houses erected at San Salvador and Santa Ana

IN order to facilitate the handling of Salvadorian imports via the port of Barrios, the International Railways of Central America have made arrangements with the Government of El Salvador for the erection of a Customs House at San Salvador and one at Santa Ana through which the merchandise may be entered. This arrangement will prove a marked facility for the merchants of El Salvador.

Advantages of New Markets for El Salvador

THIS new route will not only afford the importers of El Salvador a much quicker delivery of their merchandise but, what is still more important, it will give them an opportunity to avail themselves of the markets in Eastern United States, in the Middle West and on the Gulf for certain merchandise that heretofore they have been obliged to purchase and ship from the Canadian port of Vancouver or from the United States Pacific Coast ports of Portland, Seattle, San Francisco and Los Angeles. In a similar way, it

will give American exporters an opportunity to bid for this trade in competition with Europe.

Indeed, what is true of the advantages of the Barrios route in the handling of El Salvador traffic from New York and New Orleans, as against the circuitous Panama Canal route, is equally true of merchandise shipped from Europe to San Salvador via New York or New Orleans and the UNITED FRUIT COMPANY'S steamers from these two ports to Barrios.

The adjustment of freight rates on Salvadorian traffic via the new Barrios route will be a competitive one, predicated upon the economic and transportation conditions affecting the particular commodity involved.

Notwithstanding the fact that the pronounced advantages of the new Barrios route are quite obvious and that they will be quickly recognized by the merchants of El Salvador, a certain amount of missionary work will be necessary especially among shippers in the United States and Europe, through stressing and restressing these advantages to the end that they will not hesitate to avail themselves of the use of this new Gateway for El Salvador.

The Freight Traffic Department has, of course, made plans to conduct such a solicitation campaign; also to enlist the support of Chambers of Commerce, Trade Organizations, etc. In addition, however, the Freight Traffic Department would appreciate the cooperation of our coworkers in other departments in making the new trade Gateway for El Salvador known and in selling the idea of this new route via Puerto Barrios for the handling of El Salvador traffic.

Map of the International Railways of Central America System showing principal trade centers and ports of Guatemala and El Salvador and clearly indicating their New Line (Zacapa to Texistepeque) between Puerto Barrios and El Salvador

A. Roger Ackerley

Through the death on Tuesday, September 3, 1929, of Mr. A. Roger Ackerley, Elders & Fyffes, Ltd. suffered not only the loss of one of its founders and Directors, but each of its personnel lost a well-loved friend.

Many tributes have been paid him both here and abroad. The two we feature are from Mr. V. M. Cutter, President of the United Fruit Company, and Mr. A. H. Stockley, of Elders & Fyffes, Ltd. Mr. Stockley's tribute was paid Mr. Ackerley in 1927 in a personal letter which he wrote on December 30 to Mr. P. K. Reynolds, our Publicity Manager.

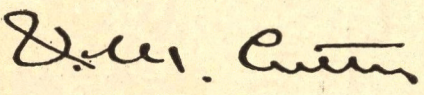
CASUAL contact with the organization of Elders & Fyffes is sufficient to demonstrate clearly that it is an efficient organization.

Casual contact with Mr. A. Roger Ackerley, who has recently passed away, was sufficient to make it clear that he played an important part in the development of this great organization. His business and sales ability and his clear, calm judgment have been demonstrated time and again during the long years in which he has helped to build the company.

Casual contact with the rank and file of Elders & Fyffes clearly showed that he was not only respected for his business ability, but was sincerely loved for his character as a man.

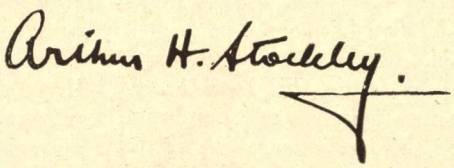
What better epitaph could there be?

We have all lost a splendid business associate and a sincere friend.



I LEFT the Canaries in 1892 to open the business in Covent Garden, and have been there ever since. The first eight years Roger Ackerley and I worked together developing the Canary trade. We had been great friends as youngsters in Liverpool some years previously, and meeting quite by chance just before starting my new work he volunteered, as he was doing nothing, to give me a hand. With no intention of sticking to the business he gradually became interested, and soon developed into a highly capable business man, as any one who knows his great record since that time will testify.

I have always believed that to achieve success every one requires a certain share of good luck, and my own experiences in this great business prove this to be true, as without my dear old friend Roger Ackerley's wonderful courage and calm even temperament and judgment, there were many times in the earlier days when I should have thrown up the whole thing when so often all our hard work and perseverance seemed to be in the melting pot. It is something to say that for over 40 years of staunch friendship and nearly 36 years of partnership in business, we have never once had a quarrel, and I must give him the full credit for this.



Northers

Where Do They Come From? How Do They Get to the Tropics?

Wilson Popenoe, Director of Agricultural Experiments, and his friend of Sunday-school days, Willis Edwin Hurd give us some facts about these windstorms so that we may "post up"

LONG ago, before I had ever thought of coming to Honduras, I was chatting with an old naturalist who, in his younger days, had cruised widely in the Caribbean. We got to talking about weather. "I had the surprise of my life," he said, "when I struck the Honduras coast back in '89. We were off the Bay Islands. A norther had been blowing for several days. Finally it stopped; the sun came out; and I went ashore to scare up some provisions.

"I approached a cabin and knocked at the door. No one answered. I knocked again. Finally I went around to the back of the house. There was the entire family, rolled up in blankets, lying in the sun, trying to get warm. That's how cold it was!"

There are said to be 97 ships in the Great White Fleet. This means that there are 97 skippers, not to mention the same number of first, second and third officers, and a liberal sprinkling of engineers, doctors, and the like, who can tell you more about the origin and life history of northers than can I. But they have not done it, at least not through the medium of UNIFRUITCO. Furthermore, I have been able to steal some facts, not to mention one of the accompanying illustrations, from an authoritative publication of the U. S. Weather Bureau. The norther season is approaching, and if we are not to go through another one in ignorance, now is the time for us to "post up"—as they would put it in New England.

My authority on northers is Willis Edwin Hurd. He is to be found on the back of the "Pilot Chart of the Central American Waters" for December, 1927. It gave me something of a jolt when I received this chart from the Tela post office and looked at the name; for Willis Hurd and I used to belong to the same Sunday school class in Washington, D. C. I wonder if he still attends regularly?

All we know about northers at Tela is that they strike us with astonishing suddenness; that they are likely to last three or four days before the wind abates and the sun comes out. In the meantime, the rain has driven clear through the house and everything within is soaked; the ships which were lying in the bay have run over to Port Sal to get under the lee of the land; no fruit is being loaded; and we are all feeling cold, wet, and generally miserable.

Where do they come from, these northers, and how do they get here? That is precisely what Mr. Hurd and I are going to tell you. For the moment, I will let him have the floor:

"From the very nature of a norther, one recognizes the fact that it is dependent for its strength and maintenance upon the magnitude, movement, and relative positions of the high pressure areas crossing the United States and the waters to the southward. In general, the essentials are a "low" over the south or east, and a strong continental "high" to the westward or northwestward."

Refer, please, to our Figure No. 1. Here you see a "low" off the coast of Honduras, and a "high" pursuing it from the vicinity of Memphis, Tennessee. Pretty soon this "high" will be right on top of Tela, Honduras; and if Mr. Thomas doesn't look out, he will have to throw away 13,000 stems of fruit which he can't load because it is too rough for the *Smaragd* to come alongside.

Mr. Hurd may not have made the matter quite plain to you. What he really meant to say (and what he did say in another place on the back of the Pilot Chart, only I am trying to make you think I know something about the subject myself) was that a norther is a huge blanket of cold air which starts somewhere up in the Arctic region and moves southward. Mr. Hurd calls it an "anticyclone". "It reaches the coast and enters upon the waters of the Gulf of Mexico" (I have had to fall back on Mr. Hurd again). "There velocities of force 8 to 11 (approximately 40 to 65 miles per hour) may be developed, and squalls of even greater intensity may occur along particularly exposed portions of the coast. Meanwhile the line of frost also advances into the southland. A freeze threatens the orange groves. The inhabitants of eastern Mexico, even of Honduras, the Florida Keys, and of Cuba, perhaps, shiver under the influence of the unwonted chill. Small streams of the norther flow over the Mexican passes of the Cordilleras into the Pacific, but the main current presses on southward and eastward, into the Caribbean and toward the open Atlantic, not only cooling and disturbing the eastern littoral of the upper Central American states and adjacent waters of the West Indies, but finally perhaps venting the last feeble puffs of its energy upon the harbors of Panama and even the more distant coasts of Colombia."

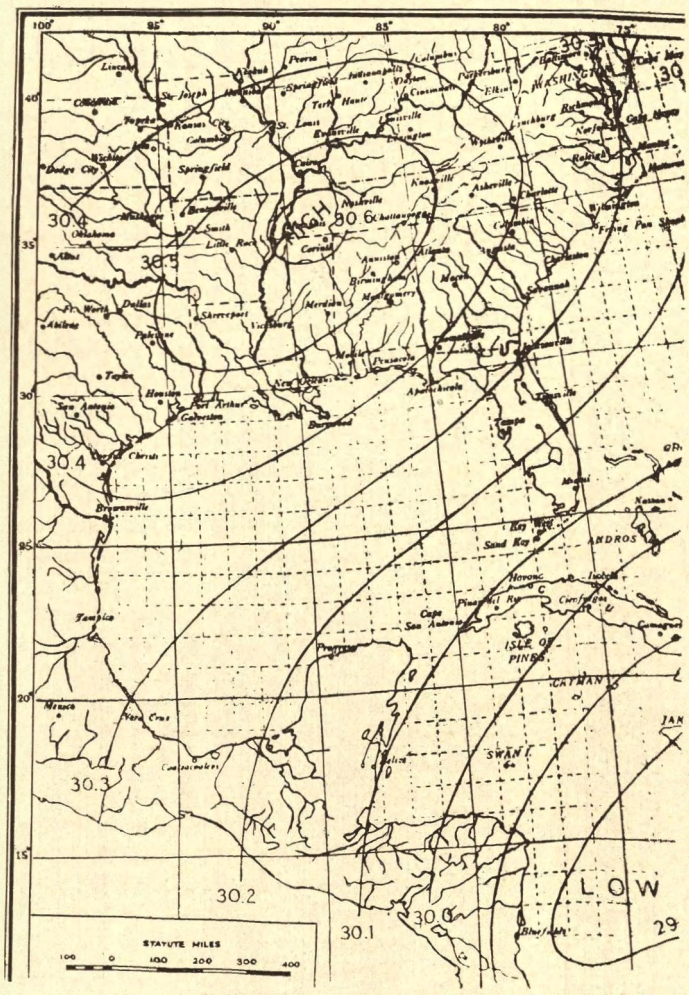


Figure 1

Pressure distribution on November 3, 1917, preceding the norther of November 4-5, 1917, in the Canal Zone. (From Pilot Chart of the Central American Waters, December, 1927)

There you have the story. And now that Mr. Hurd and I have left that norther on the lonely Colombian shore, utterly done for, expiring—perhaps even dead already—let us turn to another phase of the subject.

Mr. Thomas thought it would be nice if we could tell him just when to expect a norther. Then he wouldn't get caught with fruit on the wharf and no ships able to come alongside and load it. He asked us to rig up a little weather bureau of our own, and send norther forecasts to his office regularly.

This looked very attractive. But supposing we announced the forthcoming arrival of a

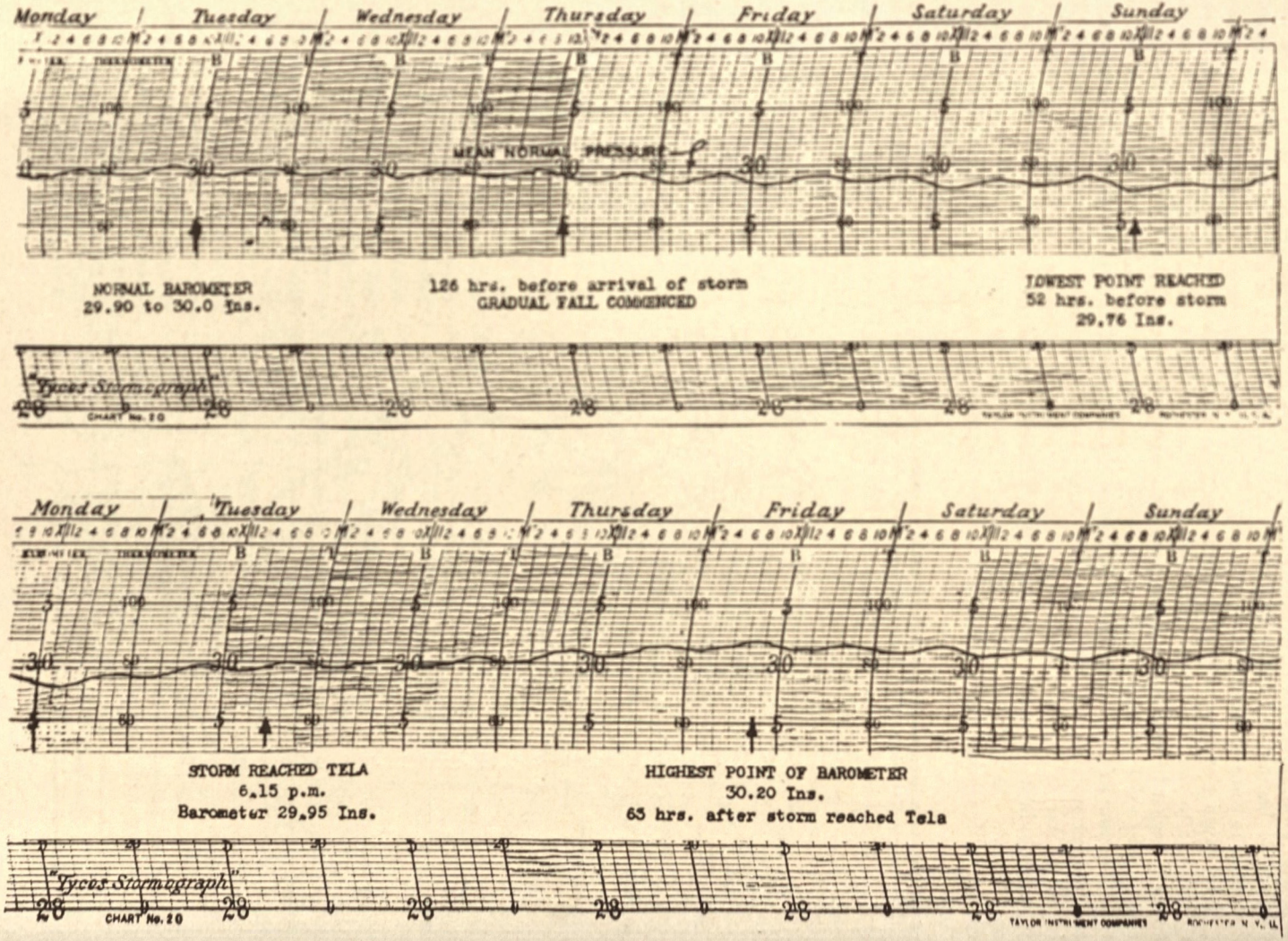


Figure 2

The story of the norther which struck Tela in November, 1928. Barograph record made at Tela beach (approximate sea level) from November 12th to 25th inclusive

norther. Supposing, again, that this particular specimen was inconsiderate enough to ignore our announcement, and failed to put in an appearance. Lancetilla Experiment Station would have an awful time living down a disaster of that sort.

Nevertheless, we wound up the barograph clock, put on a weekly chart, and set to work recording the fluctuations of barometric pressure. (The only way to catch a "low" or a "high" is, of course, by means of the barometer).

We got very interested in watching the wavy record day by day. For several weeks it hugged the line which we later established as the mean for this particular place and this particular instrument. The diurnal oscillation (don't tell Mr. Hurd I used that term; he'd be jealous) did not amount to more than ten or fifteen hundredths of an inch of pressure.

Then the norther of last November hove into sight. That is to say, it hove into the barometer's sight; we didn't catch any outward or visible sign, and didn't dare take the barometer's word for it, since we had not yet learned to trust the instrument, nor to allow for its eccentricities.

In order that you may follow the story day by day and hour by hour, our Figure 2 represents the barograph record before and during the storm.

On Monday, the 12th, the barometer was running along blissfully, pursuing the even tenor of its barometric way. "Twenty-nine ninety to thirty inches, twenty-nine ninety to thirty inches, "it kept on saying. It continued this until Thursday the 15th, when we observed a tendency for the troughs to drop a trifle lower each time. On Sunday it reached 29.76, a very low point for us. Had we known then what we know now, we would at this time have predicted a blow. Like the rainmakers, we couldn't fail to win. A blow had to come some time before Christmas, and we would have sat tight until it showed up, that's all.

Fifty-two hours after the barometer reached its lowest point, the storm hit us. The pressure had climbed back to normal by this time. It kept on climbing, and on Thursday, the 22nd, it attained the highest point, 30.20 inches. It then dropped gradually as the storm abated, but did not reach normal until early the following week.

I have burdened you with the details of this particular case, because it seems fairly typical. Several days before a norther hits us, we usually see the barometer begin a gradual decline. Then as it recovers, and gets back toward normal, we close the shutters, take the rugs in from the front porch, and order enough groceries to carry us through a siege.

Usually the plan works, but sometimes we have "lows" which are not followed by northers. Therefore we don't tell Mr. Thomas that he'd better not cut any fruit this week because it's going to blow and he won't be able to load it. But on the very day it occurs we usually mention casually that the barometer has dropped to 29.80 (or something of that sort); and then if a storm materializes, we later remind him gently of the remark.

IT seems to me a curious thing,
And matter for regret,
That seldom is "banana" used
As loving epithet.

For, when a fellow's trying hard
Poetic heights to reach,
He tells his own sweet lady-love
That she's a perfect "peach."

And then, his fervor growing,
And emotion running high,
Declares, with passion, that she is
The "apple" of his eye.

But *never* his "banana."
And I should like to know,
Whatever have bananas done
To be neglected so?

"Your hair is like the ripening corn,"
He breathes in accents mellow,
But never dreams of saying it's
A sweet banana yellow.

And, if he has the "Cuthbert" style,
And P. G. Wodehouse "mannah,"
No doubt he calls his pals "old bean,"
But why not "old banana"?

—*The Banana Budget*

Sucesos y Comentarios

El vuelo del coronel Lindbergh a Centro y Sur América

BAJO los auspicios de la Pan American Airways y en viaje aéreo que es a la vez de inspección técnica y de acercamiento internacional, el coronel Charles A. Lindbergh, en compañía de su joven esposa, salió del aeródromo de Miami el día veinte del presente mes de septiembre, con rumbo al Caribe, Centro y Sur América.

El itinerario proyectado es el siguiente: Día 20 de septiembre: Miami, la Habana y Camagüey. Día 21: Santiago de Cuba, Puerto Príncipe, Santo Domingo, San Juan, P. R. Día 22: San Juan, Santo Tomás, I. V., St. John, Antigua, Sta. Lucía, Puerto España, Georgetown, Guayana inglesa, Paramaribo, Guayana holandesa. Día 25: Paramaribo, Georgetown, Puerto España. Día 26: Puerto España, Maracaibo, Venezuela. Día 28: Maracaibo, Curazao, Barranquilla, Colombia. Día 29: Barranquilla, Colón, Panamá. Octubre 8: Colón, Panamá, David, Managua. Día 9: Managua, Tela, Belize. Día 10: Belize, Cozumel, la Habana, y Miami. De Miami a Puerto Rico el coronel Lindbergh volará en un monoplano Fokker, que será allí reemplazado por un hidroplano Sikorsky.

Se considera que este vuelo del renombrado aviador será de gran trascendencia, abriendo nuevas rutas y dando mayor impulso al desarrollo de la aviación en la América hispana.

Congreso Pan Americano de vialidad

EL segundo congreso Pan Americano de carreteras que se reunió en Río de Janeiro en el mes de agosto próximo pasado ha dado gran pábulo a los esfuerzos tendientes a unir todas las capitales del hemisferio occidental por medio de una carretera ancha y duradera. En efecto, puede decirse que ésta ha sido su labor principal. El congreso aprobó importantes acuerdos y recomendaciones que darán por resultado el coordinar los esfuerzos de los distintos países en esta labor y el estimular el trabajo que reclama la magna obra en proyecto. Esperamos pues que el viaje en automóvil de Washington a Buenos Aires sea, en no lejano día, una hermosa realidad.

El Dr. Guerrero presidente de la Asamblea de la Liga

EL Dr. Gustavo Guerrero, distinguido estadista salvadoreño, ex-Ministro de Relaciones Exteriores y actual representante de su país en la Liga de las Naciones, fue elegido para presidir las sesiones de la décima Asamblea General de la Liga. UNIFRUITCO se complace en registrar este hecho, de tan honrosa significación para el progresista pueblo centro-americano.

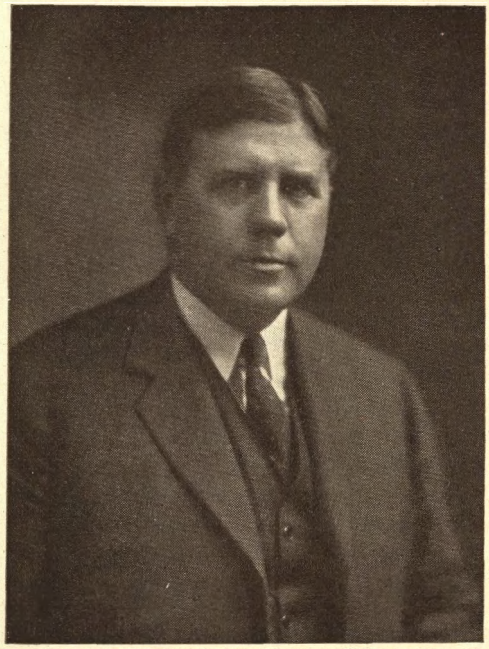
Nuevo embajador de los EE. UU. en Cuba

EL presidente Hoover ha designado recientemente a Mr. Harry F. Guggenheim para el cargo de embajador en Cuba. Mr. Guggenheim, prominente hombre de negocios de Nueva York, residió por algún tiempo en Sur América, habla el español con soltura, y ha mostrado siempre gran interés en los asuntos hispano-americanos.

Como presidente de la fundación Guggenheim—creada por su padre para el desarrollo de la aviación—Mr. Guggenheim ha sido uno de los principales propulsores de la aeronáutica en los EE. UU., particularmente en el establecimiento del servicio aéreo con la América española.

Todo hace creer que el nuevo representante oficial de los EE. UU. se inspirará, en el desempeño de su elevado cargo, en el más amplio espíritu de cooperación y cordialidad y contribuirá así eficazmente a mantener, en todo tiempo, la armonía y buena inteligencia que deben reinar en las relaciones entre los dos países.

Henry E. Worcester Appointed a Vice President of the United Fruit Company



IN line with President V. M. Cutter's oft-repeated declaration that men for higher offices should be selected from within the ranks of the Company, Henry E. Worcester, who for twenty years past has been identified with the Revere Sugar Refinery, was appointed Vice President of the UNITED FRUIT COMPANY, at a meeting of the Directors held Tuesday, September 10.

Mr. Worcester is one of the best informed sugar men in the United States. Many of the time-saving, overhead-saving devices used in the manufacture of Revere sugar have been introduced by him.

A circular issued after Mr. Worcester's appointment announced that he will be in charge of sales and will control sales policy and the unification of the sales of the UNITED FRUIT COMPANY and of its subsidiary companies.

It can be editorially said that Mr. Worcester is one of the most popular men in the UNITED FRUIT organization. His host of friends wish him success in his new work.

Trade with Tropical America

Through the courtesy of The National City Bank we reproduce this article which appeared in one of their September Bulletins. In it they dispute certain "absurd" statements and quote extensively from the latest tropical work of Samuel Crowther "The Romance and Rise of the American Tropics"

SOMEBODY has sent us a California publication carrying a picture of a palm-thatched hut, of the type common in tropical America, with a family group beside it and under the picture the following note:

> Banana Farmers: Proper tariff protection is the only insurance American farmers have against being reduced to conditions portrayed in the above picture.

This is accompanied by the absurd statement that "bananas are putting more American fresh fruit-growers on the racks than any other factor," which puts upon the poor banana-growers all responsibility for the surplus of fresh fruit in California, resulting primarily from the enormous plantings in that State in recent years. We gave in our August number, 1928, the figures showing the increased acreage, and reproduce them herewith:

Percentage Change in Total Acreage of California Fruits Between 1920 *and* 1925

Crops	*Per cent*	*Crops*	*Per cent*
Figs	+156	Cherries	+ 19
Grapefruit	+103	Prunes	+ 14
Almonds	+ 82	Oranges	+ 7
Apricots	+ 55	Lemons	— 5
Pears	+ 48	Table grapes	+130
Peaches	+ 46	Raisin grapes	+ 66
Plums	+ 46	Juice grapes	+ 46
Walnuts	+ 33	Total grapes	+ 71
Olives	+ 22		
Grand total			43

Bananas were coming into this country while these plantings were going on, and if their competition was worth noticing it might have been taken into account. As a matter of fact the California fruit-growers were not even taking account of what they were doing among themselves, to say nothing of what fruit-growers in Florida or Texas, or other parts

of the United States, were doing. Their case furnishes another illustration that home producers do not get rid of competition by excluding foreign competitors.

This article goes on to say, ostensibly on the authority of the Department of Commerce, that Costa Rica, Guatemala, Honduras, Panama, Mexico, Jamaica and Colombia "sent us a total of $266,250,572 worth of goods in 1928," and that

> "with the exception of Mexico which, of course, shipped in a lot of oil, these exports to the United States are nearly all agricultural—bananas and coffee—mostly bananas."

In fact, the total importations of fresh fruits of all kinds, from all sources, into the United States in 1928, according to the Department of Commerce, had a value of $42,500,000, of which $35,400,000 represented bananas.

Exports of fresh fruits from the United States in the same year amounted to $56,161,000, and exports of all fruits, including dried and canned, were valued at $127,798,000. Therefore, our fruit-growers on the whole are not suffering by international trade.

It is preposterous to represent the American farmer as in competition with the banana-grower. The latter was born in the jungle, is without capital, education or training, lives in a country that is practically without organized industry, excepting the few industries that are producing for export. These afford almost the only opportunities for him to work for money and buy something from a store. The fruit companies are making him a producer of a wholesome product wanted in world markets and a consumer of goods bought in those markets. He learns to eat wheat flour and other products of the American farm. He learns about sanitation, his children are provided with a school, and the whole family is introduced to moving pictures, which is an introduction to the outside world.

The banana-grower is doing the only work at his hand, and this is what the work is doing for him. He is not impairing the prosperity of the United States; indeed, he is creating for it a new field of trade.

Caribbean Development

The entire Caribbean region is rich in natural resources, which are destined to contribute to world welfare. The mastery of the diseases of the Tropics, which has been achieved in the last thirty years and was first demonstrated convincingly in Cuba and on the Isthmus of Panama, has opened this region to development. The populations need capital and industrial leadership but they have the latent capacity to compensate those who will supply this need. The exports of these countries have multiplied several times over with the development of the banana industry and the imports have increased to correspond. The bulk of this trade is with the United States, because here is the nearest and greatest market and the best transportation service is to this country. Mr. Samuel Crowther in his interesting and instructive book (*) tells the story of this development. After saying that besides other services the UNITED FRUIT COMPANY has ninety-odd ships in express service between the principal Caribbean ports and the principal ports of the United States, and showing the important part which that Company and the late Minor C. Keith, one of its founders, had in the development and support of the railroads of Central America, he says:

> "The UNITED FRUIT COMPANY has bound the two regions by making them interdependent. The banana has become an essential food supply of the United States. The raising of the banana has become an essential industry in all but one of the Central American states. The provision of frequent and regular transportation between the Caribbean ports and the Atlantic seaboard in order to keep a steady flow of bananas northward has put the United States in the most favourable position to supply the Central American states with the goods which they must import—for otherwise the banana ships would have to make their voyages to the southward in ballast. Thus the regions have become complementary and in addition this trade—in the manner in which it is conducted—has added tremendously to the wealth of the southern countries.

* * *

The bulk of the transportation system of Central America rests on the banana for without it many of the railroads would hardly be able to exist and there could be no regular steamship sailings. Thus in a very large measure the coffee trade depends on the banana trade. In a way the banana is to Central America what coal is to Great Britain. It provides the shipping and the trade grows out of the shipping.

(*) "The Romance and Rise of the American Tropics," Doubleday, Doran & Company, New York, 1929.

Dr. Julius Klein, Assistant Secretary of Commerce, in a radio address delivered a short time since, referring to our trade relations and the influence which the people of the United States are exerting in various ways for world progress, says:

"We mustn't appear immodest, but the simple truth is that the economic levels of the entire world are being raised incalculably, and the financial resources of individual countries are being vastly augmented, by reason of the prosperity, the resources, the methods and ideas, and the ever-growing needs of the American people."

It is safe to say that there are few persons in this country who would not be gratified to feel that this is true, and desire that the trade policies of this country should be directed in a manner favorable to such results. There may be persons disposed to regard Dr. Klein's statement as a fancy sketch, but Mr. Crowther's book shows the indisputable benefits to both parties resulting from our trade expansion to the southward.

The Caribbean region is a part of the natural trade area of the United States. The climatic conditions are different and the products naturally are different, affording the opportunity for advantageous trade. The future of this region depends largely upon the attitude and policies of the United States—not as regards annexation or any purpose to control their destinies, but simply as regards economic development and the naturally resulting trade. The question is whether we shall refuse to have trade relations with them, from the petty fear that they will get the best of the trade, or play the part in their development which obviously belongs to us.

It is gratifying that although the argument for a tariff on bananas was vigorously presented before both House and Senate Committees both bodies took negative action. The principal involved, however, reaches beyond the banana.

Old Cuts Recall Old Memories

Engravers' plates bring back to Old Timers memories of an old sea dog—the "Master of Hurricanes"—and also of a popular freight traffic man

IT was house-cleaning day in the printing plant. The Master Printer was busily engaged in filling the waste-basket with obsolete material. Shelves were emptied, frames dismantled and huge piles of half-tones were disposed of. These old records held many a story. The Master Printer stooped suddenly and rescued some plates. "These may interest you," he said. "Look them over."

Studying the plates, we were carried way back to the days of our youth, and memory pictured old familiar figures that have since drifted to the far corners of the earth, but which we shall not forget.

Among the plates was one of Captain Wm. A. Stevenson, then Master of the S.S. *Heredia,* and now retired and living in New Orleans. We knew Captain Stevenson very well. He was a ship master of the highest

Captain Stevenson, former Master of the "Heredia"

type, a man who had sailed the seas from the early days of his youth. He was known as the "Master of Hurricanes," and enjoyed a reputation for fearlessness. He was credited with extraordinary powers in defeating the hurricanes that prevailed in the Gulf of Mexico, and although his ship had labored time and again through heavy seas, battling the elements, he always brought her through, battered but unbowed.

We remember the particular trip to which this group of cuts referred—some time in 1915. During the hurricane season the gallant white steamer with her plucky skipper on the bridge and her tried and true crew stowed in the various parts of her hull sailed from New Orleans bound for Cristobal via Havana. After leaving Havana she ran down the coast of Cuba and into the Yucatan, where she was met by the hurricane. Captain Stevenson could not turn back, but had he been able, he would not have done so. He had absolute confidence in his prowess as a sailor, in the ability of his crew to take and interpret his orders, and in the strength and seaworthiness of his ship. So he proceeded on his voyage.

When the hurricane reached its dangerous stage the skipper took his customary place on the bridge, where he stayed, we are told, more than fifty hours, leaving only occasionally to go down into the drawing room and other parts of the passenger quarters to cheer his frightened guests and to instil in them some of the courage which was generously stowed in his small but compact frame. Drinking innumerable cups of black coffee to stave off sleep, he told funny stories, joshed this one here, kidded that one there, and by his example restored the confidence of the passengers.

After the hurricane had blown itself out, the *Heredia* limped into port, battered, to be sure, but with the same aggressiveness she had shown in plowing her way through the storm. Her smoke-stack was awry, a couple of her life-boats were splintered, several of her port lights bore earmarks of the fury of the elements, and her passengers and crew showed signs of the strain they had been under. But after a little dressing up and a few dabs of paint the ship was ready for the next attack.

The cut of Captain Stevenson, featured herewith, will no doubt conjure up many old memories in the minds of a number of our readers, and all, without exception, will remember the gallant skipper as a sailorman second to none.

Reading the article before we saw the picture, we were slightly worried as to the "young passenger" featured with Purser McCalley. But our fears were set at rest when we saw the proof, for though most attractive she is young enough to suit even the very new wife of our General Western Freight Agent at Chicago, Illinois

Another of the discarded cuts which brought back to mind this trip of the *Heredia,* and which is also reproduced herewith, shows the Purser, L. J. McCalley (now our General Western Freight Agent, with headquarters at Chicago), with a young passenger who seems none the worse for the stormy trip.

Chocolate, which contains a high percentage of lime, is now being advocated by some doctors as a valuable brain food, and in certain ailments, including obesity, heart trouble and gout.

—*New York Telegram*

If in visiting our seats of learning you detect a pervading odor of banana, that is probably due to the new kind of midnight oil they are burning.

—*Boston Herald*

Those who talk the loudest are not the most important. To hear a bantam hen cackle, you would think she had just laid a football.

California and the Tropics

By E. J. Place

Traveling Passenger Agent, San Francisco

Prior to connecting with this Company, Mr. Place was assistant to the European manager of National Tours, New York City, and Tour Conductor for Gillespie & Beard. He was employed by the United Fruit Company *as Ticket Clerk in November,* 1926, *was promoted to Assistant Ticket Agent in* 1927 *and again promoted to his present position the early part of this year*

THE Golden State was no stranger to me when I came out here last February, as I had visited it on several former occasions. The first time was in 1911 when there were still many signs left in San Francisco of the earthquake and fire of 1906.

California is the second largest state in the Union, but its population is slightly less than that of New York City. It is a Mecca for all tourists, whether from its sister states or from foreign countries, and with good reason, too, for it embraces within its boundaries many world-renowned points of interest: Yosemite National Park, a relic of the glacial age, with vertical walls of granite rising to a height of 3,600 feet; Mariposa grove of giant trees, through one of which you can drive an automobile, or, in the old days, a "coach and six"; the highest waterfalls in the world, one, Yosemite, with a total drop of 2,700 feet or more than half a mile, and lacy Bridal Veil with a sheer fall of 630 feet.

The "big trees," known to botanists as *Sequoia gigantea*—the oldest living objects on earth—are found only in California. Some of these trees are more than 5,000 years old, and were flourishing shrubs when "Moses went into the Land of Canaan."

The lowest land as well as the highest in the United States is found in California. Death Valley is 275 feet below sea level, while Mount Whitney pokes its snowy crest 14,502 feet into the clouds.

Historically, California is very fascinating. The Spanish occupation left traces that are of interest to every student of history. "El Camino Real," or the Royal Road, from San Diego to Santa Rosa, is dotted with missions built by the redoubtable Padre Junipero Serra. The romantic "Days of '49" are imperishably preserved in the poetry and prose of Bret Harte and Mark Twain.

Notwithstanding the fact that they have so many wonders in their home state, Californians have the reputation of being the greatest travelers in the United States. A Native Son thinks no more of boarding a train for Seattle, 1,000 miles away, than a New Yorker does for Montauk Point.

In the past the charms of Alaska, the National Parks, Hawaii, Europe and the Orient have lured the Californian, and even at the present time he is still a little dubious about trips to the West Indies. What can those tropical lands offer that he cannot find in "Old California," he will demand. He forgets that in the summer season, Imperial Valley frequently has temperatures of 120 to 130 degrees, and that in the San Joaquin Valley the thermometer often registers 110. It must be impressed on his mind that while the Caribbean is a region of perpetual summer, it is swept by kindly west winds and has a temperature of approximately 80 degrees day in and day out, the year round, the only variation between summer and winter being a slightly increased rainfall during the former season.

The romantic Spanish atmosphere left in California by the Dons has its counterpart in the much older civilizations of the West Indies and South America. For example, Don Pedro de Heredia founded the city of Cartagena, Colombia, 236 years before the good Fray Junipero came out of Mexico to build the old Mission at San Diego. Obviously, some "missionary" work is still necessary to awaken the Western tourist to the manifold attractions of the Latin-American lands to the south of us where the Seventeenth Century rubs elbows with the Twentieth. There are, however, signs that residents of the West Coast are coming to appreciate more and more the fascination of the American tropics. An indication of this is the fact that the various steamship lines operating from here via the Canal to New York and Europe are building larger and finer ships to accommodate increased passenger lists.

While our cruise business from this port suffers, perhaps, because of the long rail trip to New York or to New Orleans, there is increasing interest in the cruises we offer from San Francisco direct to certain tropical ports, and there is no doubt that with larger tonnage on this run the Coast will contribute its share to the passenger revenue of the UNITED FRUIT COMPANY.

Transfers and Promotion

Costa Rica

Earle A. Ames, Assistant to Manager, to Assistant to Manager, Truxillo Railroad Company.

Panama

Dr. O. T. Brosius, Superintendent, Medical Department, to Superintendent, Medical Department, Chiriqui Land Company.

E. A. LeBlanc, Storekeeper, M. & S. Department, to Assistant Storekeeper, Costa Rica Division.

George R. Wilmet, Clerk, to Clerk, Accounting Department, New York Division.

G. W. Volk, Soil Chemist, to Truxillo Railroad Company.

H. Gardner, Clerk, Accounting Department, to Truxillo Railroad Company.

Guatemala

John W. Volk, Clerk, Engineering Department, to Chief Clerk, Engineering Department.

John L. Coleman, Chief Clerk, Engineering Department, to Executive Department.

Truxillo Railroad Company

Charles E. Rollins, Manager, to Manager, Tela Railroad Company.

James G. Flanary, Assistant to Manager, to Assistant to Manager, Tela Railroad Company.

D. W. Smith, Trainmaster, to Assistant Superintendent, Transportation.

Pablo Mai, Machinist, to Foreman, Motor Car Shop.

W. W. Bagley, Foreman, Motor Car Shop, to Foreman, Machine Shop.

John Edgar, Shop Foreman, to General Foreman.

Douglas Nixon, Chief Clerk, Accounting Department, to Jamaica Division.

Tela Railroad Company

Rufus K. Thomas, Manager, to Manager, Truxillo Railroad Company.

New Orleans

Ethel J. Foye, to Comptometer Operator, Accounting Department, Fruit Dispatch Company, New Orleans, La.

Baltimore

Charles I. Elliott, to Inward Freight Clerk, Accounting Department, New York Division.

Boston

George Hingston, Accounting Department, General Office, to Traveling Auditor's Staff.

T. Nelson, Traveling Auditor's Staff, to Accounting Department, General Office.

Grace O'Brien, Accounting Department, General Office, to Steamship Operations.

Ray O'Donnell, Accounting Department, General Office, to Costa Rica Division.

Maurice Young, Accounting Department, General Office, to Costa Rica Division.

Revere Sugar Refinery

John W. Lowe, Jr., Superintendent, to Manager.

George Ruckenbrod, Assistant Superintendent, to Sales Department.

Curtis L. Taggart, Shift Assistant Superintendent, to Assistant Superintendent.

New York

Hanford L. Auten, Pier Clerk, Terminal Operations Department, to Tallyman, Terminal Operations Department.

Percy H. Worrall, Watchman, Terminal Operations Department, to Shore Staff, Engineering Department.

Vincent Aymong, Junior Clerk, Freight Terminal Department, to Accounting Department.

Arthur D. Harvey, Junior Clerk, Freight Terminal Department, to Junior Clerk and Typist, Freight Traffic Department.

Albert D'Amato, Card Clerk, General Storeroom, to Invoice Checker, Shipping Unit, Purchasing Department.

Frank Abate, Helper, General Storeroom, to Card Clerk, General Storeroom.

Alexander S. Allan, In Charge, Passenger Bureau, Accounting Department, to Clerk, Audit Bureau, Accounting Department.

J. P. Caprio, Ledger Clerk, Voyage Bureau, Accounting Department, to Accumulation Clerk, Voyage Bureau, Accounting Department.

J. De Simone, Junior Clerk, Purchasing Accounting Bureau, Accounting Department, to Bank Messenger, Accounting Department.

Dora Fernandez, Typist, Accounting Department, to Stenographer, Accounting Department.

Stephen Mann, Office Boy, Accounting Department, to Junior Clerk, Accounting Department.

L. F. S. Spinney, Disbursement Clerk, Passenger Accounting Bureau, Accounting Department, to Clerk, In Charge, Passenger Accounting Bureau, Accounting Department.

Robert J. Horn, Clerk, Audit Bureau, Accounting Department, to Cristobal Division.

Harold R. Scheina, Inward Freight Clerk, Accounting Department, to Cristobal Division.

Lewis Morton, Clerk, Accounting Department, to Colombia Division.

W. P. Lux, Second Assistant Purser, S. S. *Toloa,* to Assistant Purser, S. S. *Santa Marta.*

E. V. Albrizio, Typist, Accounting Department, to Typist, Tropical Radio Telegraph Company.

Fruit Dispatch Company

Paul Toomey, Accounting Bureau, Long Wharf, Boston, Mass., to Accounting Department, General Office, United Fruit Company, Boston, Mass.

J. E. Adams, Cashier, San Antonio, Tex., to Cashier, Fort Worth, Tex.

W. A. Singleterry, Clerk, Accounting Department, New Orleans, La., to United Fruit Company, New Orleans.

Alice Hernandez, Comptometer Operator, Accounting Department, New Orleans, La., to United Fruit Company, New Orleans, La.

T. J. Booksh, Clerk in Charge Accounting, Banana Selling Company, New Orleans, La., to United Fruit Company, New Orleans, La.

W. L. Bagot, Messenger, Mounds, Ill., to Traveling Messenger, Kansas City, Mo.

C. H. Schmalz, Messenger, Mounds, Ill., to Traveling Messenger, Kansas City, Mo.

C. E. Landry, Jr., Messenger, Mounds, Ill., to Traveling Messenger, Kansas City, Mo.

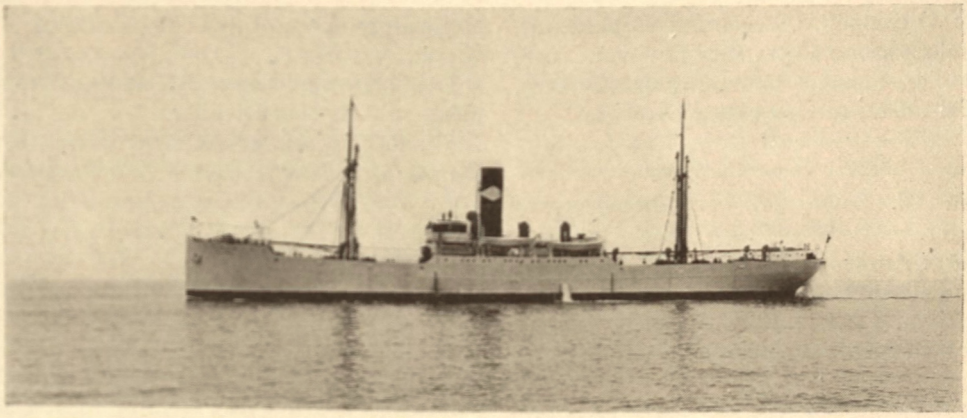
Love Song

(By Telephone Operator No. 000)

'Twould be well nigh divi-yun,
If I could e'er be thi-yun,
And thou, dear, wholly mi-yun,
From all conventions fr-r-r-ee.
I love thee more and mower,
Thy footsteps I adower,
Beyond all life befower,
In ultimate degr-r-r-ee.

I could not long survi-uve
If thou were not ali-uve;
I would most strongly stri-uve
To cross the river Styx-s-s.
Thy pleasure I await-tuh,
So be thou not too late-tuh
To keep our little date-tuh,
Or thou and I will mix-s-s.

—*Life*



The Steamship "Mayari"

Tales of the Great White Fleet

CHAPTER XVII

The Sugar Ships

"The Black Ships of the Fleet"

ALTHOUGH they are now in the freight trade, the *Mayari,* the *Maravi,* the *Macabi* and the *Manaqui* will always be known as the "Sugar Ships". With the exception of the S. S. *Levisa,* these four ships are unlike any built by the Company up to this time.

During the World War, rates for deadweight tonnage, such as is used in the sugar trade, increased several hundred per cent. over rates prevailing in normal times. It is a matter of record that during the War period the Company paid $52,000. monthly for a sugar boat that would cost no more than $5,000. or $6.000. monthly in normal times.

The new refining plant of the Revere Sugar Refinery, a subsidiary of the UNITED FRUIT COMPANY, was completed in 1919. As the acquisition of its own ships for the transportation of sugar would place the Company in a position where it would not be dependent on conditions beyond its control, it was decided to build four ships capable of steaming 11 knots an hour to lift the sugar crop at Banes and Preston, Cuba, for transportation to the Revere Sugar Refinery in Boston. In giving the ships 11 knots, it was the intention to run them on schedule, in the same way that bananas are handled.

The "Sugar Ships" are 303 ft. long, 47 ft. wide, and 24 ft. deep, and have a cubic capacity of 169,590 ft. They can carry approximately 24,000 bags of sugar and have complete modern cargo equipment for prompt loading and discharging.

Due to the increase in the volume of freight traffic handled by the Company, the four ships were diverted to that trade in 1927, and they are proving as efficient in the freight service as they were in the sugar trade. Instead of the usual white of the Fleet, these ships are painted black.

A Comprehensive List of Books for the Reader Interested in Latin America

IN compliance with numerous requests for a list of books dealing with Latin America, we are printing herewith a brief selected list:

THE ROMANCE AND RISE OF THE AMERICAN TROPICS, by Samuel Crowther. (Doubleday, Doran & Company, Inc., Garden City, New York). 1929.

THE CENTRAL AMERICANS, by Arthur J. Ruhl. (Charles Scribner's Sons, 597 Fifth Avenue, New York). 1928.

SOUTH AMERICA LOOKS AT THE UNITED STATES, by Clarence H. Haring. (The Macmillan Company, 60 Fifth Avenue, New York). 1928.

LATIN-AMERICA—MEN AND MARKETS, by Clayton Sedgwick Cooper. (Latin American Publishing Company, 1310 Woolworth Building, New York). 1927.

HISTORY OF LATIN AMERICAN NATIONS, by William Spence Robertson. (D. Appleton Company, New York). 1926.

THE REPUBLICS OF LATIN AMERICA, by Herman G. James and Percy A. Martin. (Harper & Brothers, 49 East 33rd Street, New York). 1923.

PANAMA; THE CANAL, THE COUNTRY, AND THE PEOPLE, by Arthur Bullard. (The Macmillan Company, 60 Fifth Avenue, New York). 1914.

AMERICAN POLICY IN NICARAGUA, by Henry L. Stimson. (Charles Scribner's Sons, 597 Fifth Avenue, New York). 1927.

THE NEW LATIN AMERICA, by J. Warshaw. (Thomas Y. Crowell Company, 393 Fourth Avenue, New York). 1922.

LATIN AMERICA IN WORLD POLITICS, by Fred Rippy. (Alfred A. Knopf, 730 Fifth Avenue, New York). 1928.

CARIBBEAN INTERESTS OF THE UNITED STATES, by Chester Lloyd Jones. (D. Appleton & Company, 35 West 32nd Street, New York). 1927.

OUR RELATIONS TO THE NATIONS OF THE WESTERN HEMISPHERE, by Charles Evans Hughes. (The Princeton University Press, Princeton, N. J.). 1928.

THE NEW MAP OF SOUTH AMERICA, by Herbert Adams Gibbons. (The Century Company, 353 Fourth Avenue, New York). 1928.

INDUSTRIAL AND COMMERCIAL SOUTH AMERICA, by Annie S. Peck. (T. Fisher Unwin, Ltd., Adelphi Terrace, London, England). 1927.

We are sure Unifruitco readers will want to meet the man who claims to be the best corn muffin maker in the Great White Fleet. He is G. E. Thompson, Chief Cook on the S.S. "San Gil".

We understand that George has expressed a desire to challenge the Chef of the "San Benito" on a New England boiled dinner de luxe

Tarpon Fishing at Gatun Spillway

By "Bill" Markham

President. Gatun Tarpon Club

The most ardent fisherman enjoys bodily comforts and conveniences when the day's sport is ended, but seldom is such luxury close to hand as may be found in this clubhouse down in Gatun—next to the endless jungle

BACK in the early construction days of the Panama Canal, the Americans came from all parts of the United States, bringing with them their own fishing gear and stories of the fish caught in their home streams and lakes.

They fished in the oceans when the weather would permit, using cut bait and live sardines to tempt the mackerel, red snappers, etc. Some fished in the rivers and streams for native fish, but the angling soon began to center on the Chagres River near the spot where the Spillway was being built. At that time hand lines were used for the tarpon, jewfish and shark, and smaller outfits for snook, but the small eight-foot bass rod of split bamboo or the Bristol rod with the guides on the outside did not last long, for they were continually changing styles. Fish were plentiful and bait was used altogether. Then the Spillway was constructed to that point where it dammed the water in the river and shut off the fish coming up stream.

Sundays and holidays were spent at the Spillway. Parties would sometimes go up on Saturday night and sleep on the ground rolled in their blankets, but this was not very pleasant.

In the early part of 1915 this group of ardent fishermen formed a committee and secured the consent of Governor Goethals to erect their own club on just a little plot of ground in the jungle near the Spillway. This furnished a place for recreation and a chance to promote good clean sport among the fishermen on the Isthmus and those friends and visitors to whom cards were issued.

The clubhouse is now equipped with electric lights, pure drinking water, soft drinks, commissaries, ice, cook stoves, and cooking utensils. Practically all modern conveniences are provided, including shower baths with which the tired fishermen freshen up before enjoying their spoils, lockers for the members and their guests, cots, bait tanks where live bait can be purchased, and a special ladies room.

Here you are away from the city, next to the endless jungle, with all modern conveniences, at the same time located on one of the finest fishing grounds in the world. And when the Spillway gates are open, spilling the excess water, the scene compares favorably with the gorge below Niagara Falls. You can make up a party to fish or hunt, and if you care to, take your catch up to the clubhouse to cook in any desired way, or you may sit down where no one will dispute you, and tell as many fish stories as you like.

By the construction of the dam a lake of 167 square miles was created. This lake furnishes the spawning place for shrimp, fresh-water minnows and insects. which are food for the salt-water fish. This food filters down through the hydro or is caught in the current when the gates are open into the lagoons, the Chagres River, and out into the ocean; the fish come in contact with this, and follow along up the Chagres River until they come to the three-foot fall on the apron. Some are not content to stay in the pools below the apron but go on over it and then under the hydro station as far as they can. All tropical rivers contain tarpon but they are continually moving up and down. This eighty-foot dam stops them and thousands remain just below the apron and in the lagoons waiting for the food to come over the dam. At times you may sit in the club house and not see a tarpon; then all at once you will see thousands of them leaping, and you will know that a school of minnows has been caught in the current above and brought down over the apron into the lagoon. One gets quite a thrill watching the tarpon follow the minnows down the Chagres toward the ocean.

The tarpon is one of the gamest and prettiest fish known to the sportsman and one of the most difficult to land on account of the hard bones in its jaws and head. There are records of them as far back as 1643. They inhabit the Gulf of Mexico and the Caribbean Sea, and have been caught as far north as Newfoundland, but they were not found in the Pacific Ocean until the construction of the Panama Canal.

There are thousands of them in Gatun Lake but no fishing is done there due to the wide area and the numerous submerged stumps. A few have been caught in the Pacific near the entrance to the Canal. These probably followed a ship from the Atlantic on through the lake, down through the locks and out into the Pacific.

From the Spillway and the banks of the Chagres below, tarpon are taken with live minnows or with a fly. In a lake formed by the Chagres below the Spillway, at the mouth of the Chagres under the walls of old Fort San Lorenzo and in the old French Canal, trolling from a launch seldom fails to result in a succession of thrills never experienced except by one who has caught a tarpon. The ideal time to fish from the Spillway is in the quiet time at daybreak when there is no wind.

Of course all the Americans brought along their old gags or alibis about the "moon is wrong," "the wind is in the wrong quarter," or "the sign is in the head." Sometimes the tide affects their fishing, but generally it is governed by the food that comes over the Spillway from the lake. One peculiar thing nature has done for the fish near the Spillway: When the gates were first opened the water would rise up over the land along the river, where it would form little pools or pockets. The gates were left open for a few hours, and after they were closed, a person could go to any of these little pools and find all kinds of fish except the tarpon—never was a tarpon caught in one of these pockets. The natives used to watch and when the gates were closed again they would go over and get the fish by the bagful. But not any more. Nature has placed a warning there some way. There are just as many fish, and just as many small minnows, but not one is left in the holes when the gates are closed.

A great many people are under the impression that the tarpon follow up the rivers to spawn, but the Bureau of Fisheries has no record of their spawning ground. A sharp lookout has been kept for small tarpon in the lake, but none has been found. A few very small minnows were caught in a net in the Bahamas and Dr. Beebe reports finding a few in an inland pond fifteen miles west of Port-Au-Prince, Haiti. The smallest tarpon on record taken with a rod and line was nine inches, caught in Florida; the second, ten inches long, was caught by Mr. E. P. Sine at the Gatun Spillway. To give the reader an idea of the weight of a tarpon, the following rule is observed: Lay your catch on a flat surface, close the jaws, spread the tail in a natural position, draw a line between the two tips, another at the head, remove the catch and measure between the two lines. The girth of a tarpon should be measured forward of the dorsal fin at rear of the ventral fin. A tarpon 72 inches long weighs 17 pounds; 44 inches long, 14 pounds; 30 inches long, 6 lbs.; 14 inches long, 14 ounces. This is by a scale we have formulated that is fairly accurate; square the girth, multiply by the length, and divide by 800.

PEOPLE arriving here from the States are greatly surprised to know that tarpon is caught on a fly. This method was started in about 1916 and has been practised ever since, and it is the deadliest lure that is known when conditions are right. Tarpon will hit white and red, black and red, and the best of all (for all fish—including tarpon) is the dark brown hackle fly. An angler standing on the bank of the Spillway with a twelve-foot bass rod or a fourteen-foot fly rod, 200 yards No. 12 or No. 15 line small lead wires brown hackle fly and No. 6 hook can get a thrill that he will remember for the rest of his days. You can see the fly light on the water, then observe the silver king rising up and taking it. It may be a 5 lb. or it may be a 100 lb. tarpon that happens to be in the locality—but rest assured, a fight is on between the fisherman and the tarpon. Due to the hardness of its mouth, and its leaping into the air, the odds are in favor of the tarpon—perhaps one in seven being landed.

As a rule the local fishermen do not eat them, due, no doubt, to the endless amount

that have been caught. If a tarpon is caught and not injured it is placed back in the water.

People coming here to fish should bring shoes with spikes, as the apron and the banks of the Chagres are slippery; not less than 200 yards of line; any kind of a fly rod; small lead wire swivels; brown or black fly; six-foot trolling rod, 200 yards 24 or 27 line; Wilson spoons, swivels and lead wires to match. This gear can be used for trolling in the Chagres river or for the Pearl Island fishing in the Pacific.

To reach the tarpon grounds at Gatun, a train from Panama or Colon goes direct to the Gatun Station. A person in Colon may leave his hotel at daybreak, enjoy a beautiful drive over the Gatun road along the side of the French diversion, and in twenty minutes arrive at the Gatun Locks where as a rule he will always find a ship passing through the Locks; then on over the eight million dollar dam, and a walk of fifteen minutes will bring him to the Spillway, and every minute of this time he will find among the most interesting of his trip to the Isthmus.

Launches may be secured at Cristobal for tarpon fishing in the Chagres or the Old French Canal.

Freight Department Conference

United Fruit Company freight men from all over the States and from three Tropical Divisions meet in New York to review results attained and to plan ways and means for still further improving the service

A CONFERENCE of Freight Traffic representatives of the various divisions was convened in New York on Monday, August 26. In addition to Mr. Doswell, Vice President, and Mr. Harloe, Freight Traffic Manager, those present were Messrs. Agarino, Bennett, Brady, DuVinage, (Havana Division Manager), Einerman, Fisher, Glennon, Huff, McCalley, O'Dowd, and Scott.

On the following day Vice President O'Hearn arranged a luncheon on the S. S. *Metapan*, when he formally welcomed the men to the New York Division. Vice President Doswell and Mr. Ward, President of the Fruit Dispatch Company, as well as other department heads of the New York Division were present. Informal speeches were made, and this occasion rounded out the business meetings of the program by giving the visitors an opportunity to meet the men of the New York Division.

Mr. Harloe, in opening the Conference, stated that the meeting was called for the purpose of reviewing the results thus far attained, to give consideration to ways and means of improving service and increasing business, to foster better trade relations, and to effect all possible economies consistent therewith.

Copies of the agenda were distributed in order to make the meeting as productive of results as possible, and Mr. Harloe asked for a free and frank discussion and expression of opinion leading to the achievement of the aims outlined. It was felt that with the informal atmosphere prevailing, more could be accomplished than by months of correspondence. Such meetings, with an organization as large as the UNITED FRUIT COMPANY, with its widespread divisions, are most advantageous in maintaining full understanding and unanimity of policy and action.

With New York, Boston, Chicago, New Orleans and San Francisco represented, as well as Havana, Cristobal, and Colombia, quite a representative meeting was assured; and questions of policy and detail were discussed with the assurance that decisions could be based upon a general viewpoint.

The tourist rushed into the country store. "I wanna quart of oil, some gas, a couple of spark plugs, a timer, a five-gallon kerosene can, and four pie tins."

"All righty," replied the enterprising clerk, "and you kin assemble 'er in the back room if you wanto."

Roster

United Fruit Company Steamship Service

WILLIAM NEWSOME, VICE PRESIDENT IN CHARGE OF STEAMSHIP OPERATIONS, BOSTON

REMINGTON G. PLUMER, MANAGER STEAMSHIP OPERATIONS, BOSTON

ARTHUR G. DUNNING, MARINE SUPERINTENDENT, BOSTON

H. HARRIS ROBSON, SUPERINTENDING ENGINEER, NEW YORK

DAVID H. YOUNG, SUPERINTENDENT NEW CONSTRUCTION, BOSTON

A. D. LIVINGSTON, PORT CAPTAIN, NEW YORK

WILLIAM M. ROSE, PORT CAPTAIN, NEW ORLEANS

TOM SMITH, PORT CAPTAIN, SAN FRANCISCO

WILLIAM A. INGHAM, PORT ENGINEER, NEW YORK

EDWIN A. YANDELL, PORT ENGINEER, NEW ORLEANS

WILLIAM J. MORGAN, PORT ENGINEER, SAN FRANCISCO

STANTON G. TIFFANY, SUPT. MAINTENANCE AND REPAIRS, NEW YORK

Steamships	*Captains*	*Chief Engineers*
Abangarez	W. A. Card	A. M. Hall
Atenas	E. W. Holmes	D. K. Romaine
Calamares	H. Spencer	W. J. Banner
Camden	S. Hansen	Joseph Frederick
Carrillo	J. C. Scott	Wm. Sutherland
Cartago	G. A. McBride	D. Findlay
Castilla	W. H. Fagen	Charles Jones
Coppename	A. Larsen	Ovid Coleman
Esparta	G. Eppelman	J. Campbell
Heredia	L. Burmeister	G. Smart
Iriona	L. G. Scofield	J. Stevens
La Marea	J. C. Jackson	Stanley Lawson
La Perla	A. Thompson	C. Killion
La Playa	D. B. Kerr	N. S. Esplin
Limon	E. Petersen	H. A. Haeselich
Macabi	C. O'Neill	Thos. McAuley
Manaqui	E. J. Minister	Frank Stephen
Maravi	R. Laverty	Francis Blamey
Mayari	S. T. Barr	Michael Leary
Metapan	A. A. Dalzell	Wm. Riley
Parismina	E. F. Beyer	Travis Wilson
Pastores	C. R. Glenn	Wesley Montgomery
San Benito	D. M. Macdonald	O. Williams
San Blas	G. H. Grant	W. J. Heins
San Bruno	H. Irvine	Charles Neill
San Gil	W. J. Mathers	Wm. Steen
San Jose	J. B. Welton	J. W. Cole
San Mateo	L. P. Ritchie	E. Daniels
San Pablo	G. E. Adams	John Marley
Santa Marta	K. N. Bauer	Thos. Seward
Saramacca	H. A. Hansen	John Honniball
Sixaola	G. W. Spears	Joseph Euper
Suriname	L. P. Hansen	Alert Olsen
Tela	C. D. McRae	L. H. Ayers
Tivives	R. Robbins	Fred Tyler
Toloa	C. W. Whidden	Haye Rodenburg
Turrialba	Edward Baxter	Robert Stoddart
Ulua	W. O. Barratt	Wm. Englebert
Zacapa	W. J. Close	John Elder

Snow, Sunshine and Snow

By H. Holt (of Cardiff)

A graphic word picture of banana operations in Colombia given by an Elders and Fyffes Manager

—Courtesy "The Banana Budget"

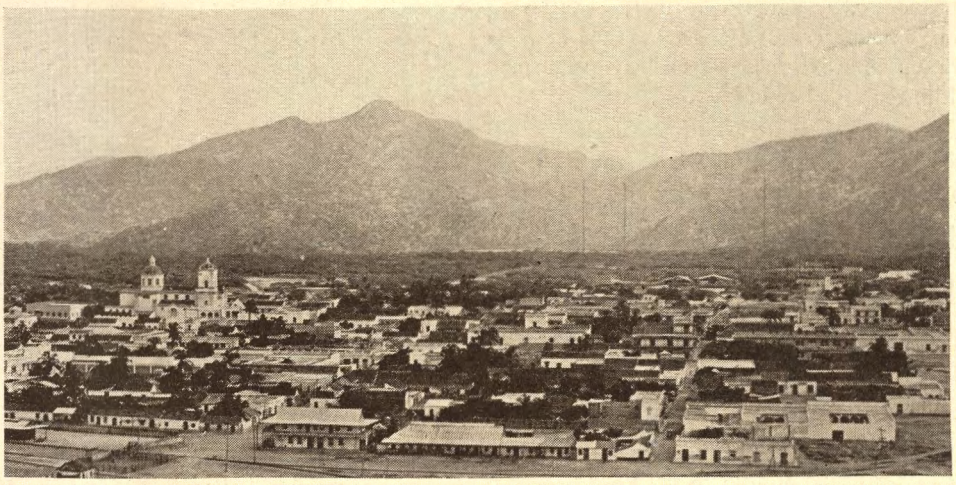
IT is a time-worn story which relates how the Vicar of a certain church announced the erection of an additional font in the East Wing with the remark that "Infants can now be baptised at both ends." Similarly, in furtherance of their reputation for thorough organization, the Directors of Elders & Fyffes, Limited, believe in their Managers being baptised with knowledge of both ends of this wonderful banana business, which explains how this little story of a trip to Santa Marta comes to be written.

With snow falling en route to the port of embarkation, one could say good-bye to Old England with a lighter heart, and, once the ship had parted from the shore, we were soon on deck fraternizing, and at the same time making a serious endeavor to acquire those "sea legs" we landlubbers have heard so much about. Experience is a hard school, and one imagines that the marine staff regarded our efforts from around every corner with some degree of amusement! All of us were more or less "shaken down" into the daily routine after three days of "shaking up," and glorious weather was our portion during the whole of the outward passage. Once away from the home shores very few ships were sighted, and the first land to come into view was the group of seven islands known as the Azores, which appeared to be doing their best to claim relationship with the dromedary. The time aboard ship never dragged—perhaps because everything tended to make everyone feel very much at home—on the contrary, the relating of one of those rollicking sea yarns had invariably to be postponed until next day. Deck golf claimed a great deal of our attention, and, believe me, this sport made Rugby and "Soccer" appear quite tame in comparison. The muffled noises on deck during the night were a mystery until it was discovered that these were occasioned by the marine staff practising in carpet slippers for the following day's match.

On the voyage out everything had been made to look spick and span, both on deck and below, where the "freezing engineer" had demonstrated how the temperature in the holds was reduced to the desired level. I gained a lasting impression that nothing was left to chance; although the broiling heat of the sun was tempered on deck by the awnings, yet it did one good to see real snow on the machinery in the "freezer's" department. On the second day out from England the date and time of arrival at Santa Marta had been posted up, and, true to its reputation, the good ship dropped anchor in the bay with half-an-hour to spare—truly a commendable achievement.

My first impression of the port of Santa Marta was purely of a mechanical nature—the continuous whistle of the railway engines betokened brisk activity long before sunrise. And the rising of the sun from behind the bank of mountains, which in turn appeared to rise immediately behind the town, was a thrilling sight. The morning mists were soon dispersed to reveal the wharves and white buildings of the port straggling along the seashore, with the Cathedral and wireless station standing out prominently under the penetrating rays of the sun.

A small motor boat brought the Government officials aboard to see to the passport formalities, and following their departure we went ashore to renew acquaintance with a far different Mother Earth from that we had last trodden. One noticed the sun-scorched appearance of the vegetation, but within a few minutes we were in danger of acquiring similar baked symptoms ourselves. We were relieved to discover the shade in the Public Garden, where the palm trees and verdure



Bird's-eye view of Santa Marta, Colombia

afforded a welcome respite to our strained eyes. We were given to understand that this was the cool season of the year, and a contemplation of the hot one only served to make us perspire the more. No wonder the native slogan is "manana"—one felt like putting everything off until tomorrow. English curiosity, however, forbade this, and the rest of the morning was spent sightseeing. Visits were paid to the U. F. Co.'s store, where each and every want may be satisfied, and the Consulate, which proved refreshingly cool in spite of its general air of activity, while the market place—in striking contrast—was oppressively hot and indolent.

One noticed a general absence of windows in the shops, while the thick walls appeared to afford ample protection for stock from the sun's rays. The afternoon found us motoring to "the back of beyond," a trip which proved as thrilling as any film-struck hero could wish for. On the way a short stay was made at San Pedro, where honor is paid to the memory of Simon Bolivar, the Liberator of Bolivia. To anyone of an historical turn of mind this would prove full of interest and the records appeared to be very complete. From here commenced the climb up into the mountains, mile upon mile of uneven loose sandy soil, with the car many times negotiating hairpin bends of one in five. Across dried-up watercourses, over stumps of trees and stunted bushes, but up and up continuously with on occasion a drop of 200 feet within a foot of the track. One imagines our driver (aged 14) would do well at Brooklands; certainly he showed no sign of nerves even when the speedometer registered 72 m.p.h. on a flat stretch of bumpy track, with all the passengers on their way to the bottom of the car to avoid the overhanging trees. A stay at the end of the road proved a welcome respite; snow was plainly visible on a near-by peak, while other summits were actually in the clouds. A native house clearly demonstrated how very simple life can be with bountiful nature at hand. The return journey was accomplished safely much to everyone's surprise, and nearing the town a glimpse was seen of the UNITED FRUIT COMPANY'S ideal habitation among beautiful tropical surroundings. The town retires early, perhaps because it has of necessity to rise early, and one and all of us followed suit, in most cases to continue that pulse-stirring ride, but this time in dreamland.

II

I AWOKE just before six o'clock the following morning to the clanging of the conveyors, which had commenced their task of satisfying the ship's appetite for bunches of green bananas by pouring these in a steady stream into each of the four holds. The wharf was a hive of intense activity, but above the babel of tongues and the unique setting of the scene, the lovely hue and "greeny" smell of the bananas stood out preeminently. En route to the railway station we had to

thread our way among the merry chattering throng of laborers, and one marvelled at their precision and alertness—each one performed his allotted task like clockwork.

Through the kindness of the Local Manager of the U. F. Co., we were soon comfortably seated in a coach attached to the 7.30 A. M. train for Rio Frio, situated about 30 miles from Santa Marta. Truly the journey was brimful of interest, being in such striking contrast to any previous railway journey any of us had undertaken. The engine, much to our surprise, developed a rare turn of speed and incidentally generated a welcome breeze. Clusters of giant cacti soon came into view, while sugar canes and coconut palms were interspersed with patches of many-hued flowers. The dry sandy appearance of the soil belied its fertility, but not so the patches of seemingly impenetrable jungle. Every little stream alongside the track spelt "Monday" in England, for here was to be seen the family washing bleached to such a whiteness as to excite even mere man's admiration. For the most part the train traversed a single track, halts being made at the loops to allow the freight trains to pass on their way to the wharf. One such train consisted of 45 trucks, which meant 18,000 bunches, or more than one-fifth of the ship's cargo—how much more easily than before could one visualize the intricate and laborious work necessary to bring this about. What a marvel of transport organization—86,000 bunches of fresh-cut green bananas collected from a wide area, brought by divers means to the railway track, stacked in trucks, carried by single line to the wharf, emptied therefrom into the fruit steamer in a never-ending stream, and all within the space of a single day.

Loading trainloads of bananas to a fruit boat at Santa Marta, Colombia

An appreciable halt was made at Cienaga, where one takes the river steamer for Barranquilla. Even the ubiquitous mule seemed to share in the general excitement of the morning train's arrival. The chatter attendant on the meeting and parting of friends, the sale of ice cream and lottery tickets, continued until the train steamed out, the track now wending directly inland and away from the coast. Then came into view the first cultivated banana plantations, which soon stretched on either side as far as the eye could reach. Miles and miles of banana trees in ever-varying stages of development—and how restful the big stretch of greeny leaf was to eyes unaccustomed to the glare of the tropical sun. At home in England it was a continual source of wonder as to how the plantations kept pace with market requirements week by week, but this wondering fear was soon dispelled—the farms were a ver-

Bird's-eye picture of Barranquilla, Colombia

itable sea of fruit-bearing trees without any limiting shore. One was content just to sit and marvel until the slowing up of the train betokened that our destination had been reached. It was 9.30 and decidedly warmer when we stepped off the train at Rio Frio and made our way to the residence of the local U. F. Co.'s representative. The short drive was lined with coconut palms and flourishing pineapples, while further inspection proved how charming were the house and environs. A chat on the verandah served but to increase one's curiosity for a closer view, and one wandered off into the welcome shade of the evergreen plantation.

Here the stillness was so intense that it could be felt, and one wondered whether it were quite safe to proceed alone. Occasionally a rustling, a buzzing, or a twittering came to break the silence, while myriads of insects, although visible, gave no audible indication of their presence. An apple falls from the tree at home and is immediately riddled by slugs; how merciful is the Providence which has decreed an inviolable skin covering for the banana! A little thought this may be, but *the whole vast banana industry hangs on it.*

Here, on either side of the leafy glades Nature produced a slow-motion picture—very young and seemingly tender plants, others half-grown and more sturdy, others again on the threshold of their life work, with the purple-tipped buds just peeping at the light of day. Then the fruit-bearing plants proudly displaying tiny fingers brimful of energy, first turning downwards, now turning back to point skywards, and to fill out into the "fingers" and "hands" we all know. One had little difficulty in visualizing the actual operation of "cutting," the notching of the stem, the gradual decline of the bunch on to the "backer's" shoulder, the smart work with the knife and the launching of the fruit on the first stage of its journey to England. One must not forget the plant, which having faithfully produced its single stem of fruit, now displays but a severed stalk about two feet high, around which lie the withered leaves rotting in the heat and even then performing their final task of nourishing the soil for the new plantings. And such is the banana's life story—surely Nature's triumph.

[*To be continued*]

"Bridge"

When bridge is played by men alone
It's quite a different game
From what the women make of it—
Indeed, it's very tame.

Each man sits down with dignity
And lights a cigarette,
And from his countenance you'd think
He'd paid his country's debt.

One deals, and then the bidding—
A grunt perhaps is heard.
They play quite far into the night
Without an excess word.

Occasionally one will remark,
"How is your wife now, Ed?"
"All right—three clubs," is his reply,
And little more is said.

While this is what the women do
Before they start to play,
They all must gossip "just a bit"
For they have lots to say.

And finally they all sit down
To have their "quiet game".
Although they deal and bid and play
They're talking just the same.

"My husband beat me with—two clubs."
"And then the doctor said—
"You should have thrown your heart away—"
"It's light blue trimmed with red."

"The children are an awful care—"
"I only had the ten—"
"I never thought he'd marry me"
"I had no diamonds then."

"They say she ran away with him—"
"I'd like to see—your hand."
"I didn't know you had the Jack—"
"I think John Gilbert's grand."

"You should have pulled the King, my dear."
"They say he's married, too."
"She's forty and she's dyed it black."
"I led my clubs to you."

"She used to be a chorus girl—"
"They live up on the Ridge—"
"Three clubs—she did—with whom, my dear?
And yet they call it "Bridge".

Preston

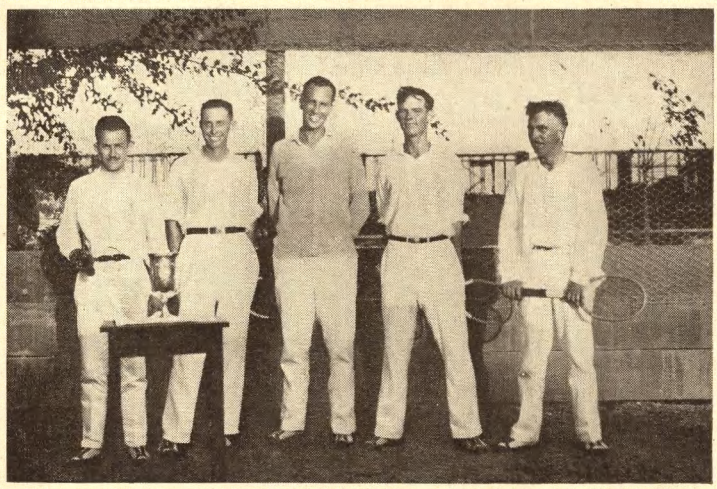
IN 1911, Mr. Andrew W. Preston presented a Tennis Cup to be played for annually by the Banes and Preston Divisions. For a long time interest in tennis seemed to wane at Preston and the Cup was allowed to repose at Banes uncontested. Last year, however, Preston sent a team to Banes which brought the cup to Preston, but Banes wasted no time in endeavoring to recover it.

A challenge was sent to and accepted by Preston and on Sunday, August 11, the matches were played. The Banes team was composed of Messrs. Mitchell, Demaray, Elmore, Honniball and García, and the Preston team consisted of Messrs. Domínguez, Gispert, Ortiz and Mumford.

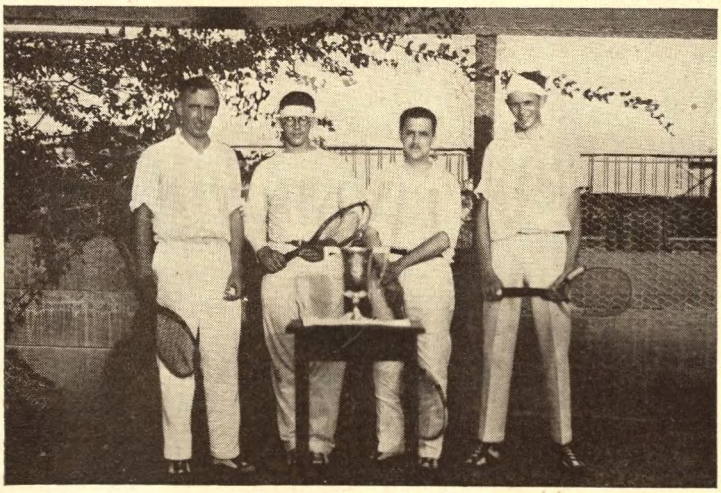
At half past three, before a large crowd of enthusiasts from both Divisions, the matches were started by Mitchell and Domínguez. This singles match was intensely interesting and the result was in doubt until the last point was decided. In the first set, games went with service until the score was 3-all. Domínguez then broke through Mitchell's service, but Mitchell immediately retaliated and evened the score at 4-all. Each then won his own service, but in the eleventh game Domínguez broke through again and then went on to win his service and the set at 7-5.

Domínguez started the second set by again breaking through Mitchell's service for the first game. But Mitchell then put on more speed and took the next four games to lead at 4-1. The heat, which was much too great for the comfort of the players, seemed to affect Mitchell more than Domínguez, who won the next three games to even the score at 4-all. Each took his own service and the score was

Mr. John Mitchell, Manager of the Banes Division (left) in a spirited singles match with Mr. J. E. Domínguez of Preston, played before an enthusiastic crowd on the Preston courts, Sunday, August 11



Banes Tennis Team. Left to right: R. Garcia, D. Ellmore, J. Mitchell, F. Honniball and L. Demaray



Preston Tennis Team. Left to right: J. Gispert, J. E. Domínguez, Dr. O. Ortiz and N. V. S. Mumford. The Cup, which Banes tried unsuccessfully to take back with them, may be seen on the table

even at 5-all. But history repeated itself and Domínguez won the next two games for the set and the match.

The second set-to was a doubles match between Demaray and García, for Banes, and Gispert and Dr. Ortiz for Preston. For the first six games, game went with service, but at this point Gispert and Ortíz seemed to get more confidence and they ran out the next nine games to win the first set at 6-3 and the second set and match at 6-0.

The third match was another doubles between Elmore and Honniball, for Banes, and Domínguez and Mumford, for Preston. In spite of the strenuous game of singles he had played Domínguez was still in fine form. The Preston pair had a little the better of the argument and won at 6-3, 6-2. Honniball's court covering and cross-court volleys were some of the high points in this match.

Summary

Domínguez, Preston, won from Mitchell, Banes 7-5; 7.5
Gispert and Ortíz, Preston, defeated Demaray and García, Banes..... 6-3; 6-0
Domínguez and Mumford, Preston, won from Elmore and Honniball, Banes 6-3; 6-2

The Cup, accordingly, remains in Preston for another year.

After the matches it was filled with champagne and passed as a loving cup among the players with a toast to next year's tournament.

The spectators and players then adjourned to the Hotel, where, under the auspices of the Preston Athletic Association and the Preston Unifruitco Club, and the direction of our able Steward, Mr. W. E. Huntoon, supper for the whole crowd was served. After supper the P. A. A. panatrope was turned on and dancing

was enjoyed until the time came for the Banes people to board the coach and leave for home.

The day was thoroughly enjoyed by all in Preston and we hope by all who came from Banes. Next year's challenge and play-off are awaited with eager anticipation of another good time.

AN unusual specimen of cat-fish caught by Messrs. J. Reed and E. P. Antill, at El Cristo, Nipe Bay. The fish was caught with a 1/16" line. Because of the smallness of the line it took 2½ hours to land it. The fishermen state that while landing the fish they noted that it expelled large quantities of water. A bottle was thrust down its throat and it was eventually drowned.

The cat-fish weighed 350 lbs. and measured 8 feet from tip to tail.

The difficulty encountered in landing this giant fish and the time it took our fishermen to land him brings to mind the story we read lately in "The Banana Budget": An angler had a four-hours' tussle with a huge salmon before he was able to land it. When at length he had made sure of his catch he took it home and related his triumph to his wife, and laid special stress on the time it took and the energy he had to expend before he could secure the salmon. When he had finished he waited anxiously for praise.

For some moments there was silence; then, with a puzzled expression, his wife looked up from her knitting.

"But, my dear," she said, "why didn't you cut the string and get rid of the brute?"

Banes

WE'VE been waiting a long time to secure a good photograph of Mr. John Mitchell with which to feature a short history of his career, but it appears he has a distinct aversion to having his picture taken and we had almost given up in despair when we secured the really excellent snaps of him in the singles tennis match which he played against Mr. Domínguez and with the Banes team. And now that you know what he looks like, here's the history:

John Mitchell

Born, Cincinnati, Ohio, 1895.

Educated at Fay and St. Mark's Preparatory Schools, Southboro, Mass.

Class of 1918, Harvard.

March, 1917, enlisted in Signal Corps (Aviation Section) United States Army.

Attended various training schools in the States and was transferred to France, September 1917, for further instruction and duties. Saw seven months of active service on French Front as pilot and later became Commanding Officer of 94th Aero Squadron.

October, 1919, went to Cuba with E. Atkins & Company in field department of Florida mill in Camaguey.

Engaged from latter part of 1920 until 1925 in raising sugar cane (*colono*) principally in Florida but also at Palma and Ermita, Cuba.

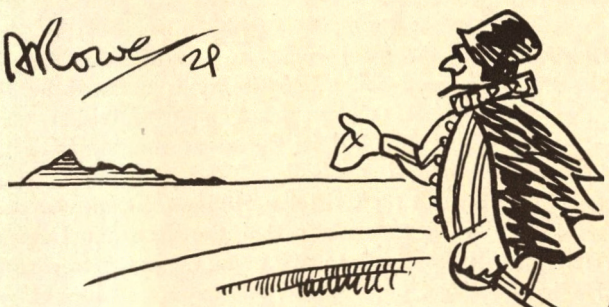
February, 1925, entered UNITED FRUIT COMPANY as Assistant to Superintendent of Agriculture, Preston Division, being located at Guaro.

January, 1926, transferred to Tela Railroad Company and assigned to Manager's Office.

October 15, 1926, transferred to Banes Division as Assistant to Manager.

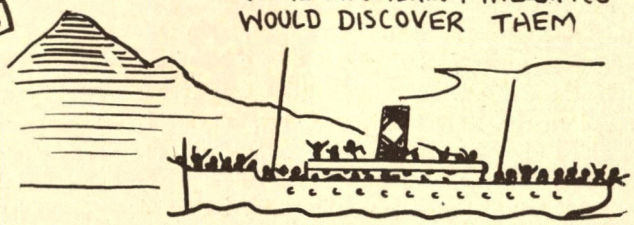
September 1, 1928, appointed Manager, Banes Division.

JOTTINGS FROM JAMAICA



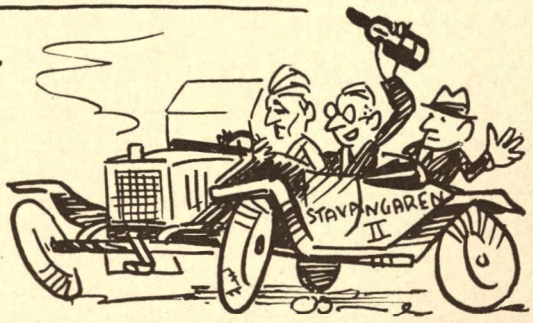
AS AN INTRODUCTION WE MIGHT DO WORSE THAN POINT OUT THAT JAMAICA WAS DISCOVERED BY CHRIS. COLUMBUS ON MAY 3rd 1494. CHRIS. WAS ONE OF THE BEST KNOWN OF THE GREAT WHITE FLEET SKIPPERS OF THE DAY AND ON TAKING OVER THE COMMAND OF THE SIXAOLA WAS HEARD TO EXPRESS THE VIEW THAT WHEN BIGGER AND BETTER ISLANDS WERE DISCOVERED, THE U.F.Co WOULD DISCOVER THEM

JAMAICA IS THE STARTING-POINT OF QUITE A FEW (!) TRAVELLING BANANAS, WHICH LEAVE THESE SHORES ALAS, NEVER TO RETURN.



FURTHER, THE "PEARL OF THE CARIBBEAN" LIES SOUTH OF BATTERY PLACE JUST AROUND THE CORNER FROM PRESTON. IT WAS CALLED JAMAICA ON ACCOUNT OF THE JAMAICA RUM WHICH GROWS THERE: THAT OF COURSE EXPLAINS THE EVER-INCREASING POPULARITY OF THE GREAT WHITE FLEET CRUISES.

SEVERAL OF THEM SUFFER FROM HOME-SICKNESS AND WE BELIEVE AT LEAST ONE BOAT CARRIES A SPECIAL BED-TIME STORY MERCHANT TO KEEP THEM IN A CHEERFUL FRAME OF MIND UNTIL THEY REACH THEIR DESTINATION. AND NOW



JUST TO FILL THIS CORNER AND INCIDENTALLY TO BRING A LITTLE JOY AND SUNSHINE INTO THE LIVES OF THE KINGSTON ACCOUNTING STAFF, HERE'S THE TRAFFIC DEPT. GOING HOME AFTER BALANCE WEEK.

Cristobal

MR. PAUL WEST, Manager of Cristobal Division, returned to Cristobal on the S. S. *Suriname* August 22.

It is with regret that we announce the death of Dr. Surse J. Taylor of the Samaritan Hospital, Colon. Until three years ago, Dr. Taylor was Port Medical Officer for the UNITED FRUIT COMPANY at Cristobal and his hospital has always been available to members of this Division. Dr. Taylor was one of the most prominent men on the Isthmus. He ranked high as a surgeon and general practitioner, and was noted for his readiness at all times to relieve the suffering and distressed.

During the war, Dr. Taylor offered his services to the United States Government and was commissioned a Lieutenant-Colonel in the Medical Corps. He served with the British and later with the American forces. He was in charge of several important base hospitals and at the cessation of hostilities was transferred to the Reserve Corps. Dr. Taylor is survived by his wife and two children, Surse J. Taylor, Jr., and Miss Adair Taylor. We extend our sympathy to the bereaved family.

"Ed" Lowande of the Freight Department returned from vacation on the S. S. *Pastores* from New York August 10. He transferred to the *Heredia* at Havana and arrived at Cristobal August 17.

Anthony B. Daley, Assistant Chief Clerk of the Accounting Department, Cristobal, has resigned to accept a position with the Tropical Oil Company. Cristobal Division extends to Tony its best wishes for success in his new position.

Mrs. Helen Starr, wife of E. A. Starr, Chief of Audit, Costa Rica Division, was a visitor to Cristobal on the *Coppename* August 23, sailing for Port Limon on the *San Mateo* August 24. Mr. Starr was formerly the "star" pitcher of the Almirante Baseball Team. He was the mainstay of the Club, and on his shoulders rested the responsibility for the team's efficiency. How well he discharged this responsibility is attested by the victories which the Panama Division team piled up until its defeat at the hands of the Cristobal Division. Tony Raymond, Manager of the Cristobal Division Team, was once heard to remark that the Panama Division Baseball Team was by no means meteoric, but it had one "starr".

Mrs. Marie Ellingson, wife of the Superintendent of the Electrical Department of the Panama Division, was a visitor to Cristobal during the week-end of August 24, sailing for Port Limon on the S. S. *La Perla*.

Kirby Ferguson, of the Accounting Department, has just gained the distinction of becoming an aunt. Harry Lee Ferguson, third, arrived at Colon Hospital August 18 to visit with his parents, Lieutenant and Mrs. Harry Lee Ferguson, second. This future admiral announced his arrival in a lusty voice. The personnel of the Division offers to Lieutenant and Mrs. Ferguson, and also to Kirby Ferguson, its congratulations.

Mrs. Gertrude Pearson, of the Freight Department, sailed on the Panama Railroad S. S. *Ancon* August 17 on vacation. Mrs. Pearson, accompanied by her husband, mother and young son, will tour the United States from New York to San Francisco, returning via the Pacific.

Mrs. Julia Woods, Secretary to the Assistant to Manager of this Division, sailed for New York on the S. S. *Ulua* September 1, on vacation.

It was with extreme regret that we learned of the death of Mrs. Hewett, mother of Mr. C. H. Hewett, Assistant to Manager of the Cristobal Division. Mr. Hewett made a rapid trip to New York to be with his mother, but arrived too late. The Division tenders its sincere condolences to Mr. Hewett and his family in their bereavement.

This Division has been famous for several years for the bevy of pulchritude which adds to the general appearance of the office. The new additions, the Misses Dorothy M. Callihan and Wilhelmina Kleefkens, who have recently accepted positions in the Freight Department, are no exceptions.

A. B. "Dad" Simon, of the Freight Department, recently returned from vacation after visiting his son in New York City. Dad, a story teller of note, brought back many yarns of adventure, which will tend to help the passing of time in his free hours.

Mr. W. T. Coffey, of the Terminal Operations Department, sailed for New York on the S. S. *Calamares* August 17.

Mr. David C. Sasso, Private Secretary to the Manager of Cristobal Division, returned on the *Ulua* August 11 from his vacation, spent in Costa Rica. Mrs. Sasso and their son, Coleman, remained in Costa Rica to enjoy the climate of San Jose.

Sailing on the *Ulua* for New York September 1 were Governor Inocencio Galindo, Jr., of the Province of Colon, Republic of Panama, and Governor Harry Burgess of the Panama Canal. These two distinguished gentlemen are regular patrons of the Great White Fleet.

Mr. Geo. P. Shaw, American Consul at Tegucigalpa, Honduras, accompanied by Mrs. Shaw and Miss Ruth Merrill, sister of the Chargé d'Affaires of the American Legation at Tegucigalpa, arrived at Cristobal on the S. S. *San Jose* August 16, and sailed for New York on the *Calamares* August 18. While on the Isthmus Mr. and Mrs. Shaw and Miss Merrill were entertained at a dinner party given on the U. S. S. *Rochester* by Admiral Campbell of the Special Service Squadron.

Mr. H. R. Lewis, Superintendent of the Merchandise Department at Puerto Armuelles, Chiriqui, was a passenger to New York on the S. S. *Calamares* August 18 on vacation bent.

Mrs. Roy T. Davis, wife of the American Minister at Costa Rica, accompanied by her son and daughter, sailed for San Francisco on the S. S. *La Perla* August 26.

Mr. Harvey M. Huff, Pacific Coast Traffic Agent of the UNITED FRUIT COMPANY, was a visitor to Cristobal during the week ending August 17. He was accompanied by Mrs. Huff, who thoroughly enjoyed stopping in Colon. The Huffs were on an educational trip and they visited practically all the Central American Republics and Colombia. It was their first visit to the tropics and they enjoyed every moment of their trip.

Dr. Jaime de la Guardia, Superintendent of the Medical Department at Preston, Cuba, passed through Cristobal on the S. S. *Macabi* August 16, en route to resume his duties at Preston.

Mrs. Anna Paterson, wife of the Division Accountant at Cristobal, accompanied by her son, Bobbie, left for New York on the S. S. *Toloa* August 11, for a visit with her family in Boston.

Mr. Wilbert Schuemacher, Assistant Port Superintendent at Santa Marta, passed through Cristobal August 1, 1929.

The Honorable Don Guillermo Andreve, Panamanian Minister to the Court of St. James, arrived at Cristobal on the *Pastores* August 19.

Also arriving on the *Pastores* August 19 were the Misses Gertrude and Ruth Jacobs, Hildegarde Noyes, and Lina Hammerschlag, employees of the General Office at Boston, on an educational cruise.

Mrs. J. Rose, wife of the Medical Officer of the S. S. *Cavina,* and her three sons, were passengers on the S. S. *Carare* arriving at Cristobal August 14. Mrs. Rose used the limited time at Cristobal to visit the principal points of interest on the Atlantic side and left this port delighted with her visit to the tropics.

Mrs. H. T. Heyl, wife of the Assistant to the Manager of the Colombia Division, ac-

companied by her two children, passed through Cristobal August 1.

Mr. Joe Hughes, Chief Clerk of the Accounting Department at Costa Rica, was a passenger on the S. S. *Ulua* arriving at Cristobal August 26. Mr. Hughes was returning to his labors after an extended stay in the United States. He was welcomed at the dock by a number of old friends who have shared with him the burden of figures in several Banana Divisions. After spending all his money and time, he continued on to Costa Rica on the S. S. *Ulua*.

Mr. Henry Forrest, of the Traveling Auditor's staff, was a passenger on the *Ulua* in from New York August 26. Mr. Forrest will make his headquarters in Limon, C. R., until the arrival of the Traveling Auditor in the near future.

Real Heroes Are Always Modest

THERE are many of us, even old timers, in the UNITED FRUIT COMPANY, who do not know the character of the men who command our ships. We take them as a matter of course. Many a Master hides from the casual observer those characteristics which go to make a hero. One very seldom learns, except by accident, the past accomplishments of these men. For example, we have always taken Captain Andrew Thompson, whom we have known for years, as a matter of course. We have known him to be a good sailorman, but we were not aware that he had distinguished himself out of the ordinary. It was only through chance, while talking with him, that we picked up a massive Waltham watch, twenty-four jewel, twenty-one carat solid gold case, beautifully engraved, on which was a legend reading simply, "Captain Andrew Thompson". But when we opened the watch and looked inside, we saw this inscription:

"From the President of the United States of North America to Andrew Thompson, Second Officer of the Steamer 'Bray Head' for heroic service in effecting a rescue of the Master and crew of the S. S. 'Wm. H. Skinner,' February 22, 1908."

Simple words, but what a story lies back of them! And unless we can find someone who was present at this rescue, we will never hear the story. We can only accept the endorsement of Theodore Roosevelt, President of the United States. It was appropriate and coincidental that this act of heroism by Captain Thompson should have occurred on the 22nd of February, the birthday of the first President of the United States, and that it should have come to the personal knowledge of that great American, Theodore Roosevelt, and be adequately acknowledged by him.

There are many others manning ships of the Great White Fleet who have performed deeds of valor but who are just as reticent about their acts as is Captain Thompson.

Moonlight on the Canal

WE have been told in song and story of the delights of moonlight on places historically famous, as, for example, the moonlight bathing the canals in Venice, or moonbeams at play on the Pyramids. But we have yet to hear any near poet sing of the glories of moonlight on the Panama Canal.

Standing on the locks at Gatun watching a massive liner being lowered into the Atlantic, with the moonbeams weaving pictures on her decks, and listening to the tinkle of bells in the distance, the soft murmur of voices and the occasional subdued sound of a steamer entering or leaving the Port of Cristobal, one is moved to poetic fancy.

Then again, there is the play of the moon on the jungle stealthily creeping up the banks of the Great Canal.

Here in latitude nearly nine, visitors are not always fortunate enough to see the moon "performing"; could they do so, the ships that pass in the moonlight would carry "Standing Room Only" signs.

Banker (telephoning)—"Mr. Cohen, do you know your account is overdrawn $17?"

Mr. Cohen—"Say, Mr. Banker, look up a month ago. How did I stand then? I'll hold the phone."

Banker (returning to the phone)—"You had a balance of $400."

Mr. Cohen—"Vell, did I call you up?"

Colombia

Unifruitco Book Club

President
J. R. Kansas
Vice President
Line—B. C. Corwin Town—G. L. Graham
Treasurer *Secretary*
C. J. Stockbridge A. V. Cooper
Book Selection Committee
L. E. Mack (Chairman)
E. A. Olin Mrs. L. E. Mack
K. S. Enochs Mrs. Lucile Sawyer
In charge of Catalogue Indexing, etc.
Piet Dammers

THERE are in circulation about 760 books, which, starting from 0 in January, is certainly a fine record. The growth of the library—about 110 volumes per month—has exceeded the fondest hopes of the officers of the Club. They expect to have at least 1,000 books at the end of this year and hope to add from now on about 30 to 50 books monthly. The officers and committee are and have been making every attempt to please all members in the selection of books. The Club has 96 members paying dues. Interviewed, Mr. Kansas expressed great enthusiasm (which Jack usually does whenever he is doing hard work) and stated that the committee's task would be simpler if the members would use the suggestion box more often, especially for requesting special reading matter. Excellent work has been done by the officers and committee and they certainly deserve our congratulations.

Mr. Verson W. Gooch was impressed with our library, for witness the following extract from his letter to Mr. Heyl:

"You certainly have a reading Division here. I have commented several times on this to you, particularly in the Club when the regular evening groups were sitting around lost in the printed pages. People have stopped me in the country, down town, and on the golf links, and asked me what books I am reading.

"Most certainly your present library of 750 books is a Division asset and, upon leaving Santa Marta, I want to be allowed to make some additions, both to your English and Spanish sections, as a return for the big welcome given me here by everybody in the Division."

Mr. Gooch made a very generous cash donation to our library. We thank you very much, Mr. Gooch, and assure you that we are keeping up the good work.

Ladies' Party

AT a ladies' party in honor of Mrs. Fletcher A. Hatch, at which all the participants wore bathing suits, Mrs. Lawrence E. Mack made the following speech:

"Hatchie, and the rest of us:

"Once in a blue moon, there happens in a community some great event, and it is in recognition of such a momentous occasion that we of Santa Marta are met here today. To one of our number has come a signal honor, an honor which will be a surprise to most of us, simply because we had not dreamed that we were harboring in our midst such illustrious, such God-given talent.

"Very likely, some of you have been following in the current periodicals the accounts of the recent beauty contests being held all over the world: first, the local selections; then, in each country, the national contest at which has been chosen the beauty most divine of face and form, the beauty selected to represent her nation in the forthcoming international contest. It is with great pride that we of Santa Marta learn that, of the six representative contestants here present, the title of 'Miss Colombia' has been awarded to our own Alva Hatch.

"Five others of us have striven for that coveted honor, but we have failed to attain it. Nor was there the slightest doubt in the minds of the judges. Their decision, fellow candidates and sister supporters, was unanimous. In considering the various points determining their selection—hair, skin, eyes, 'figger'—the superiority of Miss Colombia over the most charming of her competitors was self-evident.

"Hatchie, in view of all this, we are going to crown you—not in any slang sense, but

Winners in a beauty pageant? Not exactly, although they well might be. In fact, Mrs. Fletcher A. Hatch (third from left) was awarded the title of "Miss Columbia" in a local contest, part of a celebration held in honor of Mr. and Mrs. Hatch before their departure for Guatemala

with an honest-to-goodness crown. So far as is known, the first beauty contest was held in a place known as The Garden of Eden, and was won by a certain Eve, who received as her reward, not a crown, but an apple. The use of the crown first came into being, it is thought, with Cleopatra. The crown which we are today putting on your head, Hatchie, was designed for and worn by that famous Cleopatra. As you can see, it is made of gold and silver leaf, pounded fine, and set with emeralds and rubies, and adorned with a single five carat diamond.

"Hatchie, for your outstanding distinction, we crown you Miss Colombia. As you are aware, the award for this well-earned title is a trip to Guatemala—not only a trip, but permanent residence there. Miss Colombia, we congratulate you, but we shall miss you. Somehow, we cannot treat your departure as did the husband whose butler announced to him: 'Sir, your wife has run away with the chauffeur.' 'Oh, well, I was going to fire him anyway.'

"Dear Hatchie, you have endeared yourself to all who know you. Santa Marta will not be the same without you. So, we are not thinking of ourselves when we congratulate you. May your residence there be as happy and prosperous as it has been here. You will be beloved there as you are here. Godspeed, Alva!

"Shall we drink to Miss Colombia, who, according to reliable authority, is about to receive the supreme test of her capacity? As one traveler remarked to another: 'Well, they say if there is anything in a man, travel will bring it out.' 'You said it. I found that out my first day at sea.' "

MR. ALLISTER MACLAURIN, wife and baby sailed on the S. S. *Patuca* on vacation. On the night before his departure employees of the Agricultural Department gave Mr. Maclaurin a stag party at the local Cafe Ingles. In the party were Mr. Charlie Mitchell, Mr. W. C. Shoemaker, Mr. William Sutherland, Dr. Yeager and Mr. Enochs. During the evening Mr. Whelton attempted several times to address the gathering, but due to the noise of the local band playing outside we were unable to hear what "One Ton Joe" had to say.

Just before leaving, Mr. Maclaurin wrote the following letter to departmental employees:

"It is extremely difficult for me to tell you how much I appreciate the party which you gave me last evening. You no doubt must realize how I feel. I want to thank you sincerely for your kindnesses and for the loyal manner in which you have worked with me. I regret that I cannot personally say 'good

bye' to each one of you this morning and take this opportunity to express my feelings in this regard.

"During my vacation Mr. McDonald will be in charge of the Department and I know that you will give him the same support which I have had the good fortune to have received."

Merchandise Notes

Mr. R. W. Whybrew was recently appointed Acting Commissary Inspector to replace Mr. H. J. Gregory, on leave.

Mr. A. B. Rieper was appointed Supervisor of the Santa Marta Retail Stores, vice Mr. R. W. Whybrew.

Mr. H. J. Gregory, Inspector of North End Stores, is due back early in September. Dame Rumor has it that he will return in double harness.

MR. LESLIE M. THOMAS and his younger brother, Mr. T. R. Thomas, sons of the Right Honorable J. H. Thomas (Lord Privy Seal and Minister of Employment in the present Cabinet of Great Britain and formerly Secretary of State for the Colonies), arrived on the S. S. *Coronado*.

They took a trip up the country, leaving here early in the morning and returning aboard ship about 6 P. M., having traveled all over the railroad line. On the trip they visited Sevilla and Aracataca Districts, lunching at Sevilla and enjoying swimming in the pool at Aracataca.

They also attended a dance at the Club, and Mr. Thomas invited passengers, officers and guests on the *Metapan* to a dance on the *Coronado*.

The Santa Marta Olimpico Magdalena Football Team and its Reserves

This team won the Colombian National Championship by a series of winnings made throughout the Republic. Santa Marta and all lower Colombia, particularly the lower coast section, is tremendously interested in this team and enthusiastic about its prowess. Most of the members of the team are engaged in some capacity either in the cultivation or shipment of bananas in Colombia.
First line, left to right: Anibal Ortiz, Jacobo Wellman, Juan Sales
Second line, left to right: Adriano Lopez, Efrain Arregoces, Guillermo Lopez, Eriberto Guerrero, Manuel Ramon Granados
Third line, standing, left to right: Carlos Martinez, Eusebio Angulo, Tomas Mier, Anibal Yanez, Enrique Ponce, Ricardo Grandos, Andres Martinez, Neris Lopez and the Coach, Moises Ponce

The Lancetilla Staff and their guests after listening to a talk given by the eminent authority, William A. Reid, Foreign Trade Advisor of the Pan American Union

William A. Reid Visits Lancetilla

THE part which Lancetilla Experiment Station is playing in the agricultural development of Central America has been recognized by no less an authority than William A. Reid, Foreign Trade Advisor of the Pan American Union. On August 12, Mr. Reid visited the Station for the purpose of discussing the commercial prospects of new crop plants which, during the past several years, have been objects of investigation and trial.

Mr. Reid, who is making a tour of the Latin-American republics, described to members of the Lancetilla staff the activities of the Pan American Union. He mentioned particularly the news bulletins which the Union issues weekly to 800 papers in the United States. Through these bulletins, the attention of North Americans is being directed to commercial opportunities in Latin America.

The accompanying photograph was taken at Lancetilla mess, following one of Victor's characteristic luncheons. It shows the members of the Lancetilla staff, together with their guests, Mr. Reid and Mr. James H. Roach, manager of Hard and Rand, coffee merchants, at Guatemala City. In the foreground are Messrs. George F. Bowman and Harlo Von Wald. At the extreme left is Enrique Garcia Salas; and continuing from left to right, Daniel E. Alleger, R. F. Lindsey, Jorge M. Benites, A. F. Butler, J. H. Roach, Wilson Popenoe, D. K. Maissurow, William A. Reid, C. P. Reno, I. K. George, A. L. Sharp, and Hilton B. Richardson.

Mr. Lindsey is a student at Texas A and M College, where he has a scholarship provided by the UNITED FRUIT COMPANY. He has been spending the summer in Tela and Castilla, getting some tropical experience to supplement his academic training. Mr. Garcia Salas is a student assistant from Guatemala. Mr. George is the snake farmer, recently from Louisiana State University, now in charge of the Tela Serpentarium of the Antivenin Institute of America. Mr. Maissurow, the newest member of the staff, is a Russian who has been trained by our friend Professor Record at Yale Forestry School.

Mr. Reid was impressed by the fact that an outpost of tropical agricultural science should draw its men from so many widely separated regions. In the accompanying photograph, five countries are represented. The United States has furnished nine representatives. Another feature which elicited favorable comment from Mr. Reid was the Station's policy of training young Latin-Americans for agricultural and horticultural work.

Havana

The beautiful City of Havana is being still further beautified. The top picture shows the "Maine" statue now completely reconstructed after the serious damage it suffered during the hurricane of 1926. On the knoll back of it to the right, facing the Malecon, is now being erected the new Hotel Nacional de Cuba—second photograph in the above group. When completed it will be one of the most modern and complete hostelries in the world. The third picture shows a part of the splendid new State Road which runs across the Island

Guatemala

United Fruit Company Team Subdues Empresa Electrica

ON a very fast diamond at the Guatemala City race-track the UNITED FRUIT COMPANY team from the Guatemala banana lands defeated the Empresa Electrica team by a score of 13 to 8.

"Gene" Tumey pitched a nice game for the UNITED FRUIT COMPANY sending seven of the Empresa Electrica players back to the bench via the strike-out route, and giving no bases on balls.

Parajon of the Empresa team pitched a good game, striking out six men and issuing only one base on balls.

One of the sparkling plays of the game was the completion of a double play, Tumey to Nelson on third to Abbott at second. However, the best play of the contest was a running catch of a foul ball back of third base by the UNITED FRUIT team's hard-working little third baseman, Nelson. This play was very generously applauded by the eight or nine hundred spectators.

In the third inning, with the Empresa Electrica team at bat, the prospects of our team's winning the game were extremely poor, as the Guatemala team got to Tumey for several base hits and scored four runs, making the score 5 to 1.

There was no further scoring until the sixth inning when UNITED FRUIT came to bat and pushed across four runs, tying the score. In the seventh the team brought in two more runs, which made the score seven to five. However, in the first half of the eighth the Empresa Electrica scored three more runs, the score then being eight to seven in their favor. The stalwart UNITED FRUIT warriors came to bat in their half of the eighth with the light of battle in their eyes. They solved Parajon's delivery and when the smoke of battle had cleared the game was in the bag, as six runs had been pushed across the old pan. In this inning the team batted around, Clyatt coming to bat twice.

The only extra base hits of the game were made by del Aguilar for the Empresa team and two baggers by Fowler and Posey of the UNITED FRUIT team. Del Aguilar hit a long three bagger in the eighth inning which drove in two runs.

The umpires were Richardson and Nanne.

The Second Game

We won the second game, in which we played Independent Team of Guatemala, only by having the breaks on our side. Encherion, pitcher, struck out seventeen of our batters and then lost the game. Toxie Craft started, but was relieved by Tumey in the early part of the game. The spectators numbered about 2,000 persons.

MR. NILS PIRA and Miss Anna Maria Sneepels were married in Guatemala City on August 31. Mrs. Pira arrived from Holland recently. Congratulations!

A new way of traveling was used by Mr. G. S. Bennett when he came from Guatemala City in a big, three-motored airplane. The plane was too large to land on the Bobos polo field and returned to Guatemala City, taking only three hours for the round trip.

Mrs. B. B. Lewis became homesick for the sights and sounds of Chicago and sailed from Barrios on August 21. Miss Hunziker, who has been visiting the Lewis home, went back to Chicago with Mrs. Lewis to resume her professional work.

A feat never accomplished in the history of this Division was attempted by Mr. Charles L. Jason and Mr. Edwin Y. Jones when they guided their horses down the I. R. C. A. right of way toward Bananera. They never reached Bananera but they persuaded their horses to swim rivers, step on snakes and bring them back to Virginia with a lovely sunburn.

The new Quirigua power plant will soon be finished and in operation. It is one of the most up-to-date Diesel units in the tropics.

"Oh, that Golf Professional Macdermott from Guatemala City! Why did I ever listen to him?" This is the plaint of many of the golfers at Virginia after studying golf for two days with him. He is a very fine teacher but—you can't change your old and very wrong style in two days and turn in a low score. Mr. Lewis caught the idea at once. Mr. Bennett scored a 34. But everybody else says "that golf pro sure ruined my game."

Mr. Whiting Williams and his charming daughter paid a short visit to the Guatemala Division. It was with real regret that the Virginia people saw them leave September 4.

Mr. John H. Millet, Mrs. Mary Millet, and their son Jeffrey sailed from Barrios August 18 for New York. Their vacation will be spent in Mr. Millet's home town, Brockton, Massachusetts.

Mr. Edwin Y. Jones, of South Carolina, has joined the engineering staff, with headquarters at Virginia.

Promotion from Clerk to Chief Clerk in the Engineering Department is the honor Mr. John W. Volk was given when he returned from a visit to Boston.

Mr. John L. Coleman has been assigned to special work for the Executive Department.

Wedding Bells Aboard the *Abangarez*

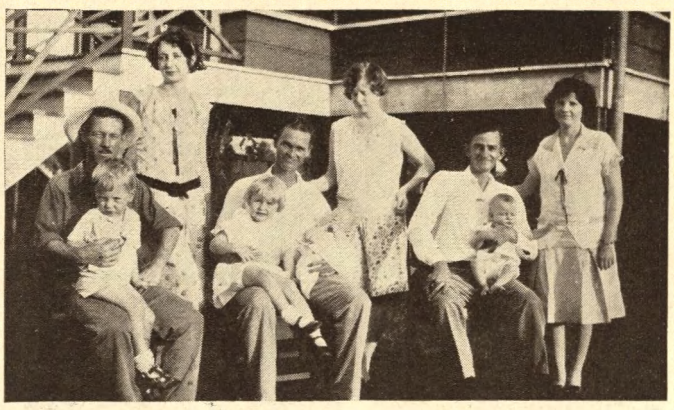
THE fact that "true love will find a way" was thoroughly demonstrated on the afternoon of August 27, when Miss Elizabeth Jackson of Alexandria, Louisiana, and Mr. Jim A. Skelton of Sonsonate, Salvador, were joined in matrimony in the music room of the steamship *Abangarez* in Barrios Harbor, the Reverend Frank Kelly officiating. This followed the civil ceremony which took place in the Cabildo Municipal.

Miss Jackson's sister, Miss Anne Jackson, who accompanied her from New Orleans on the *Abangarez,* arriving August 26, was bridesmaid, and Mr. W. B. Spencer, our Company's General Attorney for Southern Domestic Divisions, and a mutual friend of the bride and groom, gave her in marriage. After the religious ceremony a delightful dinner was served the wedding party on board the *Abangarez.*

Mr. Skelton, although now in the employ of R. W. Hebard & Company, Engineering Contractors installing a large hydro-electric plant in Salvador, was for three and a half years employed by the Truxillo Railroad Company. We are sure his many friends at Castilla and in other Divisions will be interested to learn of his marriage.

Mr. and Mrs. Skelton left the following day for Salvador via Guatemala City. Miss Anne Jackson returned to the States on the *Abangarez.*

When a woman feels depressed she puts on her newest clothes, and a man puts on his oldest.



Left to right: Mr. Doan Perkins, young Jack Perkins and Mrs. Perkins, from the State of Kansas; Miss Polly Britain, Mr. Charles Britain and Mrs. Charles Britain who think the tropics lovely after living in Florida; and the young gentleman, Master Joseph Hubert Freeman, Mr. John Porter Freeman and Mrs. Ann Freeman, Texans by birth, Texans by training and who naturally love that part of the States

Glimpses of Guatemala

WHEN in Rome, do as the Romans do. When in Guatemala, do as the Guatemaltecans—keep quiet about their wonderfully attractive country!

However, being a Barbarian from the North, the truth will out.

In New York, whenever I asked one of the fortunate few who had made the Guatemala vacation cruise, "How is Guatemala City?" I got an evasive answer. I never could understand it. Now I believe I know why. They wanted to keep the elusive beauty of the town to themselves. Or was it that they did not fathom it, or that they did not believe their own senses when they found it cool and delightful?

I came to Guatemala City well fortified. I bought a dozen white suits in Kingston to swelter in, whereas what I should have brought was my woolen overcoat and fur-lined pyjamas—or vice versa—from New York. This is August, and no one feels tempted to shed his coat in the office. What is more, we all wear vests and still feel chilly evenings. We sleep under wraps naturally, like the race-horses. Even at noon, when the size of our shadow depends upon the size of our feet—the sun is in the zenith—we walk briskly to and from the office without feeling more than comfortably warm.

Fruit? No end of it. Having been here seventeen days, I have had fifty-one meals, yet I have not had the same kind of fruit twice. There are all shapes, all sizes, all colors, from the old reliable banana to things that look like hatched frogs' legs. And all are tasty. Why mention names? In the first place, I don't know them; secondly, from my spelling of them they wouldn't be recognizable.

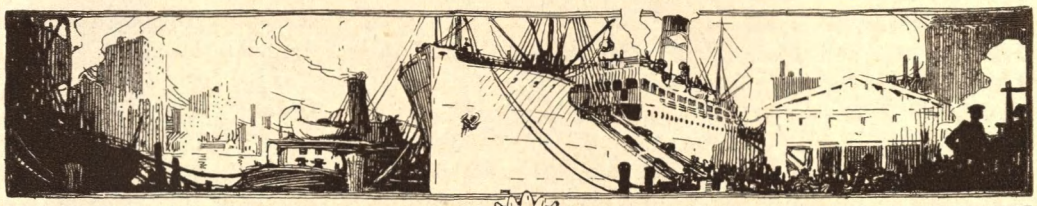
And flowers! Fragrant and appealing to the eye, and lots of fresh ones in my room every day. My room, by the way, is of Spanish style, with Spanish settings. There are iron bars outside the windows, so it feels like looking out of jail. (That is, I imagine it does. The jail is next door, but I have not made the social error of walking into the wrong entrance, not even late at night!). There are tiled floors, a distance of a mile and a half to the ceiling, and genuine Indian covers on bed, table and floor. And outside is a flower-filled patio.

If anybody ever again complains of heat or lack of comfort in the tropics, I shall suggest the trip from Barrios to Guatemala City. Ask Mr. Brady; ask Mr. Huff!

Glimpses of Guatemala

Above: Usual way of carrying laundry

At left: Central Park in Puerto Barrios



DOMESTIC DIVISIONS

Boston

Accounting Department

WITH the return of the vacationists, the cessation of the annual desk-cleaning and varnishing activities, and the diminishing of the traditional incoming postal cards, the summer season seems to be about ended. Not that it hasn't been a good summer!!! Judging from what one overhears of these "My dear, you should have seen" conversations, there are those who have had a right merry time. No doubt the summer moon will be blamed for a good many of the inevitably forthcoming "sparklers".

And speaking of matrimony, the very recent wedding of Bill Hughes, the President of the UNIFRUITCO Club, to Rose O'Keefe, was the delightful type of event that one just doesn't miss. We are given to understand that some of the boys were so delighted that they couldn't stop at kissing the bride, but insisted on continuing activities to include the bridesmaids (doubtless an old New England custom which may shock the steadfast brethren of the tropics).

At the stag dinner which was given Bill on the eve of his marriage, and which Warren Coward very neatly arranged at the Elks Hotel, the boys, entering into the spirit of the occasion, presented the interior decorations of the hotel to the bridegroom. Unfortunately, he was caught in his attempt to take them home.

At the same dinner Radioland's greatest loss of the present era was uncovered in the shape of the unheralded Kuebler-Sisto combination, which is absolutely unbeatable at bed-time story telling. Mr. Lamprey, "Thar's talent in them fishbowls."

Radio seems to be hit rather hard this month. Cilla Holdsworth of that Department has forsaken the old order of "key and ribbon" for the life of a school marm at the Lynn Junior High School. She was appropriately started on her new career with the gift of a pen and pencil set. We all wish her the best of luck.

This is not the end of our losses, for the tropics have again issued demands for new recruits, and Ray O'Donnell and Maurice Young, having received their master's degrees in tropical training, have followed the new dictum of "Sail south young man." Best of luck, Ray and Maurice.

Since our column seems to be closely modeled after a "Lost & Found" recital published in newspapers, it is only fair to devote a bit of space to the "Founds". Hence, we welcome "Teddy" Nelson, recently a "tropical tramp" on the Traveling Auditor's staff. We sincerely hope that the lure of the tropics will not again cause him to pack the tooth brush and extra pair of socks and leave.

We also welcome Paul Toomey from the Boston Division, who is to replace George Hingston, recently appointed to the Traveling Auditor's staff. George has slipped inadvertently out of the "Lost" section, but notwithstanding, we wish him success.

On September Morn, a winsome little

daughter made her appearance at the homestead of Mr. and Mrs. Walter Campling. The little mite has been named Louise and if we should hear the song "Louise" being crooned in the corridors, it won't take us long to surmise whence it comes. She and her mother are doing nicely and Walter exhibits a broad smile, as all proud fathers should.

Marine Department

HOW lucky some young men are! Last week Miss Janet Macdonald in Mr. Symond's office came in wearing a very lovely diamond. This week, Miss Mae Wakefield in Mr. McManus' office appeared wearing a very lovely one, too. Next week—well, we haven't all the particulars as yet. Every one of us wishes them both the "best."

Miss Olive Welch, Mr. Howley's assistant, is back from vacationing in Canada. That territory has its appeal to Olive and we think we know why.

Someone's heart beats faster and someone's eyes grow brighter when she gets a telephone call, and to think that a tropical cruise is the cause of it all! And "the reason" stayed at the Hotel Statler, too.

Miss Grace O'Brien, formerly in the Accounting Department, is now with Steamship Operations.

Research Department Laboratory

MR. VICTOR RIDLEY from Mr. Kelley's sanctum in New York, dropped in for a visit the other day. Ridley was on his vacation, but like all big banana men, he couldn't resist the impulse to search for still more knowledge of his product.

Miss Dorothy MacCabe has joined the staff of the Research Laboratories. She will assist the Lady from Gloucester.

Our golf expert, Dr. A. M. Wolfson, recently spent a week in New York with Mr. Kelley. "Doc" did not report about the shows in the big city, but he never was loquacious.

It is about time Stanley Cheney dusted off the naphthalene from his derby.

By the way, we believe that Mr. V de P. Goubeau will be interested to learn that we have some new equipment and he is cordially invited to look it over—in line of duty.

Mr. Richard St. Clair has returned to his pedagogic duties at the Massachusetts College of Pharmacy among his brother pill rollers. Mr. St. Clair is still working part time at the Research Laboratories. As with Thomas Edison, sleep, to him, is a mere detail.

Dr. Tewksbury's outburst of "Statistical Methods for Research Workers" has been received at the Laboratory. Since it is for beginners the treatise is bound in green.

General Office

Miss Margaret Dickie has joined the staff as assistant on publications to Mr. Plaisted.

Miss Florence Morse has added to her duties as Chief File Clerk the work of Company Librarian, vice Miss Elizabeth Davidson, who has resigned to be married. Miss Morse has acquired another assistant, Miss Eleanor Akin, who is working mainly on the Department library at present. The new arrangement will relieve Mr. Wright from library work.

Miss Morse and Mrs. Downing (nee Elma Spooner) are on an Appalachian Club outing in the White Mountains this week (September 9). When they went away they were talking about some fearful and wonderful equipment for a costume party at which they intended to represent a dinosaur or some other prehistoric creature. Mrs. Downing, incidentally, has been doing special work for the Department since Mr. Dellenbaugh resigned.

Dr. R. B. Tewksbury is collecting material for a paper to be entitled, "Ramblings of a Statistician on Cape Cod."

Mr. Hartman is writing up his Plant Performance studies. The results are to be pub-

lished in at least three bulletins for confidential circulation.

Our publications are exciting interest in distant parts of the world. In response to requests, we recently sent material to an experiment station in Italy and a government museum in New South Wales.

The publication system is now completing its first year, Bulletin No. 1 having been issued September 24, 1928. Since that date we have published 14 bulletins and 6 circulars and have contributed 3 scientific articles to as many different technical journals. We have also provided 10 popular articles for UNIFRUITCO and reviewed a few others contributed by the Production Department.

Mr. John N. Kelley gave us the pleasure of a visit September 10 and 11.

THE eleventh of September was a memorable day for "Bill" Hughes of the Comptroller's Office and President of the UNIFRUITCO Club of Boston, for that was his wedding day.

The bride was Rose Josephine O'Keefe, of Randolph, Massachusetts, who, until her marriage, made her home with her brother, Cornelius Francis O'Keefe, who gave her away.

The ceremony took place in St. Mary's Church, Randolph, at 10 A. M., the Rev. Paulinus Hughes, C. P., of Baltimore, a brother of the groom, officiating. Another brother, Francis B. Hughes, of Cambridge, was best man.

The ushers were Thomas A. Hughes, of Cambridge, brother of the bridegroom; James L. Mahan, of Roslindale; Thomas F. O'Keefe, of Randolph, brother of the bride; and Francis J. Leahy, also of Randolph.

Miss Mary M. Brennan, of Randolph, was maid of honor, and Miss M. Agnes Hughes, of Cambridge, a sister of the bridegroom, and our Mary Horrigan, of Roslindale and of the General Office, were bridesmaids.

The bride wore a gown of white satin and Spanish lace, her voluminous tulle veil caught up with orange blossoms. Her bouquet was of bride roses and lilies-of-the-valley.

A reception was held at the home of the bride. The bridegroom's mother and two sisters of the bride (Mrs. F. Leo Hand and Miss Julia O'Keefe) assisted the wedding party in receiving. Mr. Hughes' entire staff from the Accounting Department, as well as a generous representation from the rest of the UNIFRUITCO Club, were on hand to congratulate the happy couple.

The many beautiful and useful wedding gifts were displayed, after which the gathering adjourned to the lawn, where a big tent had been erected in which a wedding breakfast was served. "My Wild Irish Rose" was played to remind Rose that the crowd remembered her name and floral favorite.

Amid a shower of rice, Mr. and Mrs. "Bill" left for parts unknown. They will be at home at 23 Clarendon Road, Belmont, October first.

Long Wharf

MR. HARVEY M. HUFF, Pacific Coast Traffic Agent, was a welcome visitor at Long Wharf. We regret that Mr. Huff could not prolong his stay in Boston and we all trust that we may greet him on his next visit east.

"Bob" Harris of the Customs Bureau is the proud father of a baby girl. We all expect to see Bob return from his vacation proudly extolling the merits of his young daughter.

Paul Toomey, formerly of the Fruit Dispatch Company Accounting Department, has been transferred to the General Office. Paul received a hearty send-off from the boys at the Wharf, and the "Sananab Club" presented him with a fitting token of esteem.

The passing days bring the bowling season nearer and the boys at Boston are whipping themselves into shape. The season promises some hectic matches. It is our suggestion that the New York Division enter the bowling field in an endeavor to atone for its lost baseball laurels.

Mr. Charles E. Rollins, Manager, Truxillo Railroad Company, was a frequent and welcome visitor to the dock, and it was with much regret that we saw him take his departure for the tropics.

Mr. R. M. Beasley of Tela was also a welcome visitor to the Boston Division.

Other visitors at the Boston Division were: Mr. Ross B. McElroy, Division Accountant, New Orleans; Mr. Andrew W. Mills, Division Accountant, New York; Mr. Harold Fields, Chief Clerk, Accounting Department, Havana; Mr. James O. Posey, Division Accountant, Preston.

Long Wharf extends its deepest sympathy to Mr. Donald (Bud) Lincoln of the Fruit Dispatch Company, whose father passed away recently at his residence in Hingham, Mass.

Mr. Frank E. Dresser, Division Accountant, was an invited guest at the christening of the U. S. S. *Northampton* at the Fore River Shipyards, Quincy, Mass. Mrs. Coolidge had the honor of sending the craft down the ways.

Library Review

Reference Books

COMMERCE YEARBOOK, 1929. Volume I. United States.

Contains detailed information concerning business conditions in the United States and its non-contiguous territories and possessions. This material is obtained through numerous government bureaus, trade associations, and trade journals.

THE BOSTON DIRECTORY. For the year commencing August 1, 1929.

An extremely useful reference book.

MOODY'S STEAM RAILROADS. 1929.

Combined railroad manual and rating book of international scope.

"Statements are included not only for distinctly American enterprises, but also for the leading railway systems of foreign countries.

Special attention has been given to the convenient arrangement of all statements published.

Comparative tables of physical characteristics, earning power and capitalization reduced to a mileage basis, are distinctive features of this volume.

Uniform statistical tables of outstanding bonds and stocks with full descriptions and ratings are notable for their utility as a quick and accurate reference."

Travel

THE SPELL OF THE CARIBBEAN ISLANDS, by Archie Bell.

In this book the author combines historical incidents with existing conditions, the romance with the reality of the islands, and gives complete, accurate pictures of them.

Business

MARKETING INVESTIGATIONS, by William J. Reilly, Associate Professor of Marketing in charge of Market Studies, Bureau of Business Research, University of Texas.

This book has been written primarily for those in practical business and the author has sought to make the treatment practical throughout, giving many examples and detailed descriptions.

An appendix contains a check list of typical problems in market research.

Vincent de P. Goubeau, Purchasing Agent, recently joined that ultra-select society of hole-in-oners, when he holed out his mashie-niblick tee shot on the 145-yard eighth hole at Paul Revere Golf Club, Lexington, while playing in a foursome which included Bobby Dunn, the professional of the course. Goubeau was so tickled with his feat that he brought all his gang to a hotel and bought them the finest possible dinner.

Old Lady (visiting New York Museum): "Have you a mummy of King Tut here?"

Attendant: "No, madam."

Old Lady (amazedly): "Dear me, they have a very fine one in the British Museum."

Revere Sugar Refinery

GEORGE RUCKENBROD, Assistant Superintendent, has been transferred to the Sales Department. Curtis L. Taggart, Shift Assistant Superintendent, has been assigned to the duties of Assistant Superintendent.

A letter of commendation was received from Commissioner Leroy Sweetser of the Department of Labor and Industries, State House, Boston, congratulating our Company on the excellent record being achieved in the State-Wide Industrial Accident Reduction Contest. This of course speaks volumes for our Safety Committee.

The Trucking Department has made an enviable "road safety" record during the thirteen month period to July 1, 1929. During this time these trucks have operated 3,167 working days, have been driven 101,259 miles, and have hauled approximately 79,000 gross tons of sugar, considerable syrup, and also inbound merchandise to the refinery. During this period these trucks have been involved in nine accidents, eight of a minor nature, and the other somewhat more serious, but one in which the responsibility was hard to place, happening when the streets were icy. All the drivers of these trucks should be complimented for this good work. The following chauffeurs have been recommended for "Safe Driver" medals from the Insurance Company on account of driving a full year without an accident:

John J. McCune	Frederick Sweeney
William O'Brien	William Foley
Joseph Hingston	James Kennedy

Philadelphia

IT is with deep regret that we announce the death on August 28, 1929, of Mr. Eugene D. Fay, in his twenty-ninth year.

Mr. Fay was Secretary to the Manager of this Division. For some time past he had also handled the customs duties, and for this reason he enjoyed a wide acquaintance among the personnel of the steamers operating to Philadelphia.

Mr. Fay's death occurred three days after an operation which disclosed his ailment to be perforated ulcers of the stomach. His condition after the operation, which was performed on Sunday evening, August 25, was such that little hope was held out for his recovery; nevertheless, it was a great shock to his associates to learn that he had passed away at 4:25 P. M. on the following Wednesday. Less than two hours before, Mr. Watson had called to see him, and Mr. Fay had recognized him at once.

Unquestionably, Mr. Fay's condition was severely aggravated by the loss of his father, who had died suddenly and was buried just two weeks prior to the date of our Mr. Fay's death.

IN a leaflet entitled "Are You Liked or Disliked? Do Your Contacts with Others Leave Positive or Negative Impressions?", which was recently issued by B. C. Larrabee, Lecturer and Manager of the Sheldon School of Burdett College, Boston, Mass., Mr. Larrabee says: "The most important thing in life is to find our place—that place where we can develop and exercise all our talents—gain friends, enlarge earning power, increase enjoyment, and attain true happiness." He gives the following negative or repellent qualities of disliked people: Selfishness; Lack of Enthusiasm; Discourtesy; Thoughtlessness; Ill Temper; Envy; Hatred; Pessimism; Doubt; Prejudice; Indecision; Fear; Chronic Exaggeration; Arrogance; Love of Gossip; Unwilling Attitude; Carelessness; Unwillingness to Cooperate; Criticism of Others; and Disloyalty. Then says Mr. Larrabee, "As a rule, people who are universally liked, either possess or have acquired an abundance of positive or attractive qualities such as: Enthusiasm; Thoughtfulness; Desire to Serve; Industry; Optimism; Cheerfulness; Sound Judgment; Courage; Decision; Faith; Love; Tolerance; Generosity; Fairness; Self-Confidence; Self-Control; Willingness to Cooperate; Friendly Spirit; Close Attention to Own Business; and Loyalty.

There is a lot of food for thought here. A little self-analysis in this direction can hurt none of us. Which are you? Liked or Disliked? Which qualities have you? Negative or positive? And why?

—THAT CHEERFUL RECEPTION AS VACATION ENDS —

San Francisco

A fourteen hand bunch

First Outing of Unifruitco Club

THE UNIFRUITCO Club of San Francisco's first picnic was held at Searsville Lake on Saturday, August 24. We shall not call it our Annual Outing, because it was the very first one. It was so obviously enjoyed by everyone, however, that we hope it will become an annual affair and take its place with the Annual Outings of other Divisions.

Searsville Lake is about thirty-five miles down the Peninsula. San Francisco upheld her August traditions by producing a dark and cloudy morning. But two years of rapid climatic changes have inured us all, and no one was discouraged. By the time we passed South San Francisco, the sun was shining, and California weather prevailed at Searsville.

It was a perfect picnic. Each person was free to indulge his individual inclinations, but there was constant entertainment provided for those who wished it, and participation was general.

We were very glad to have Dr. Macphail of Quirigua, Guatemala, and his sister with us.

We shall follow the example of an old established newsgatherer *The Literary Digest* and quote comments from various sources on the subject of the picnic. We wish to be unbiased, but we are able to locate only favorable comments.

Miss Fredericks said: "The bus ride was an interesting feature of the UNIFRUITCO picnic to those who were fortunate enough to make the trip via the Peninsula Rapid Transit. Considering the fun we had, the trip was too rapid. Under the leadership of Charlie Rais, a committee member, we sang and laughed our way down the highway, and over the hills."

SWIMMING RACE: All ages, sizes and sexes entered. The "gentlemen" let the ladies dive in first, but they lost nothing by this chivalry, for they immediately dove right over their heads. "Legs flew about promiscuously, and it was a survival of the fittest" comments Mr. Cook. "The older generation were obliged to take a back view of the young bloods ahead of them." The first prize, a $5.00 merchandise order, was won by Miss Avis, a guest, who proved to be a real exhibition swimmer and diver. Mr. Fuller of the Accounting Department came in second, winning a book "to be selected."

ROWING RACE: The "shells" provided for this race were lacking in speed and grace, and their shortcomings in other directions were so varied as to render the race quite equal. A sense of direction seemed to be missing among their oarsmen, but their crafts may have been responsible for this. Mr. Cook: "Captain Smith endeavored to give us

a demonstration of naval tactics in attempting to ram Mr. Rider while on the high seas, and it was only adroit maneuvering and navigation that prevented the Rider craft from foundering. Unfortunately it later became unmanageable when the navigator became unbalanced and jettisoned his oars. Captain Smith meantime was seeking other victims and failed to arrive at the rescue." A guest, Mr. B. Killam, won a box of cigars as first prize, but the honor of our Division was upheld by "Sandy" who came in second, winning the necktie.

Gastronomically perfect; sartorially not so perfect —our popular watchman, "Sandy"

Luncheon furnished an interval of rest and resuscitation between events. Everyone heartily appreciated and enjoyed the grapes and fresh figs sent down by Mr. Casselli with the compliments of A. Levy & J. Zentner Company. A tropical touch was furnished by several bunches of bananas hanging from the oak trees which surrounded the picnic tables.

FAT MEN'S RACE: Mr. Cook: "The result of the fifty yard dash for 'light heavies' was a complete surprise when Henry Wheeler wallowed into first place, with one of his accomplices, Charlie Rais, trailing in his wake for second. It is reported that as long as three months ago complaints were filed with the Burlingame Police Department that unusual pattering and panting noises were heard on the sidewalks of that suburb." Mr. Wheeler's speed as a sprinter, however, is probably due to the practice he obtained as a commuter sprinting for trains. The first prize was a cigar humidor, and the second a smoking set.

Mr. Cook: "It is to be regretted that Mr. Henerey was unable to qualify for this event owing to underweight. Our mutual friend, Doctor Macphail, also failed to tip the scales."

CHILDREN'S RACE: The youngest generation was well represented at the picnic and they all participated in this race. They were placed at varying distances from the goal, according to age, and while casualties were imminent, no first aid was necessary. There was a prize for each child—harmonicas, performing animals, whistles, etc.

100 YARD DASH: First prize, Ronson cigarette lighter, to Mr. J. Carroll, a guest. Second prize, 1 carton of Camel cigarettes, to Mr. Fuller.

BANANA RACE FOR WOMEN: First prize, pen and pencil set, to Miss Vivian Jay, a guest. Second prize, bridge set, to Miss Mahoney of the Purchasing Department. UNIFRUITCO children are so fond of bananas that it was with difficulty that they were restrained from eating the bananas strewed for this race.

25 YARD DASH FOR WOMEN: First prize, a desk set, to Miss J. Avis, a guest. Second prize, cedar chest of stationery, to Miss Virginia Rupp.

GATE PRIZE: Mr. Cook: "Drawing for the gate prize was done by Captain Smith's daughter, Joan. It was cleverly managed by Mr. O'Neill. With unusual magnanimity, he allowed only three numbers to be drawn, and when none of the three were his, he announced the third as winner. Henry Wheeler claims to have won the $5.00 gold piece, but the committee is having a photostat taken of his ticket before validating his claim."

The crowning event of the day was a ball game. Married Men vs. Single Men, umpired by Mr. Henerey. An unbiased observer feels that the married men got all the breaks, but maybe they need 'em. Charlie Rais observes: "If anyone wishes to enjoy a baseball game, they should select Mr. M. G. Henerey as umpire, especially when his 'specs' have been left at home. Without his aid, it certainly would not have been a real game."

Mr. O'Neill comments: "No World Series was more bitterly fought than the game between the married and single men. After ten

innings, the married men finally won, 10 to 9, due to good work by Umpire Henerey. They almost lost the game when he retired for an inning. Feature plays for the married men were contributed by Captain Tom Smith, who used his head in more than one way, and by Carl Rupp, who used his ear to slide on in making shoestring catches. For the single men, Rais, Metheny, Whiting and Hedt starred; batteries for the married men, Rider and O'Neill; for the single men, Rais and Davis. Hits: Off Rider 2—off Rais 22—struck out: by Rider 9—by Rais none. Base on balls: Rider none—Rais 9. Hit on head—Smith 3."

COMMENTS FROM THE GALLERY: "It is suggested that Captain Smith practice life-saving before giving his infant daughter any further swimming lessons."

"Will Ralph Hill's nice brown sweater shrink?" "Ask Dean Whiting." "Does the uniform make the man?"

The UNIFRUITCO Club of San Francisco held its annual election on September 7. The following officers were elected:

President: Mr. Frank Cook.

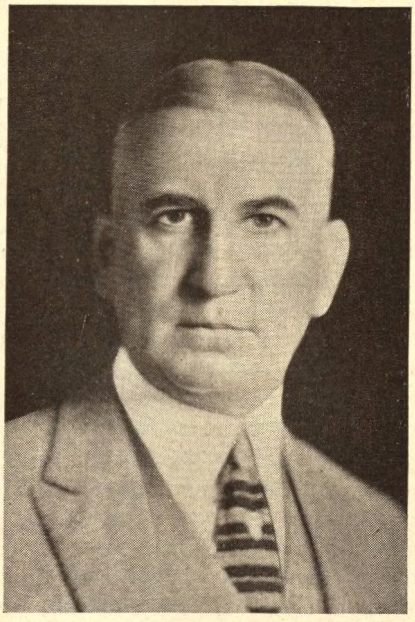
Secretary: Mrs. Clara Parker.

Treasurer: Mr. Arthur Morgan.

Board of Directors: Mr. H. I. Wheeler, Mr. C. K. Rupp, Mr. I. W. Cole, Mr. R. E. Buchanan.

New Orleans

Crawford H. Ellis Heads Civic Association



DOUBTLESS many of our readers are familiar with the fact that Crawford H. Ellis, Vice President in Charge of Southern Domestic Divisions, takes a very active part in the civic affairs of New Orleans, but few have heard that he has become prominent on the board of directors of a new association formed for the betterment of the street on which our beautiful New Orleans building stands.

Mr. Ellis was one of the most active organizers of the St. Charles Street Association, Inc., as it is called. He has long identified himself with a group of business men of the thoroughfare in a series of movements for beautification and improvement.

The St. Charles Street Association is designed to carry on such work actively throughout the year. A professional publicity man has been engaged as manager and an office opened. The organization's program includes efforts for better lighting, better traffic regulation, improvement of property by owners, and active promotion of retail sales. Much progress has already been made in securing better street cleaning, and in the printing of cooperative advertising literature for distribution to the public by members.

St. Charles Street is one of the most prominent thoroughfares of the New Orleans "loop" district. It is said to have a greater volume of retail sales than any other street in the city, with the exception of Canal Street, which is the backbone of the business section.

Its Great Popularity the Result of Its Numerous Activities

Dear Editor:

From our long silence I wouldn't wonder if you and the readers of UNIFRUITCO have about concluded that one of those declines which often attack amateur organizations, when all the pep and punch goes out of the thing, has been the fate of the UNIFRUITCO Club of New Orleans. But as a matter of fact, whether it's because of our especially good officers or the lively wide-awake bunch of members down here, I don't know, but, in spite of the idea that folks have that Orleanians aren't good boosters, things certainly keep on going. Something happens in the Club nearly every week, and that's what makes it so popular—diversified activities. Every member has a chance to do what he most enjoys, part of the time anyway.

With the Annual Outing just over and a lively winter planned, it is evident that neither Club members nor their Chief, Vice President Crawford H. Ellis, believe in "all work and no play." And when we say members of the UNIFRUTCO Club we mean all employees of the Company at New Orleans, or practically all, for the Club's been growing like a jolly big mushroom of late, a mushroom addicted to dances, baseball, dramatics, etc. While dancing seems to be the favorite recreation of members now, particularly as the baseball season has ended and basketball has not yet begun, from the way they are swarming to the new dramatic society, the devotees of Terpsichore may soon be outnumbered by ambitious Thespians. Although plans have only just been laid, Paul Tosso, Chairman in charge of dramatics, reports an enrollment of 34 members, including 11 ladies. The present plan is to stage at least one play a season, but if it should prove a success the society may continue to present plays from time to time in the auditoriums of the Delgado Trade School, St. Aloysius College, or other available locations.

The baseball league for this year ended a few weeks ago. Gold baseballs were presented to members of the winning team, the Castillas. These lucky ones were: P. Trelles, Captain, J. Williams, Geo. Bosworth, D. Bendix, P. Beocoul, A. DiFranco, A. Calamia, J. J. O'Neil, and R. Rock.

New plans are being formulated for basketball, not only among teams in a UNITED FRUIT League but also with a team in the Commercial League of New Orleans, formed of representatives of many leading business houses.

Next month will see a golf tournament in which UNIFRUITCO stars will compete for championship. The prizes have not yet been announced but there's keen anticipation among these adherents of the ancient Scotch sport. Plans are also being made for the biggest dance we have ever held at an early date, so you see the Board of Governors doesn't let interest even languish, much less die down.

Incidentally, we don't believe UNIFRUITCO readers have ever been told about the New Orleans' Club emblem, which was designed and sketched by two members. It was during the administration of Tom Burke, the first president, that he and the present secretary,

A. J. DiFranco, got together and produced an emblem that met with enthusiastic approval. Tom submitted the idea for the design and DiFranco executed it.

And now we must tell you about that Annual Outing. This year it was held at Jackson Park, Mandeville, one of New Orleans' most popular summer resorts, which lies across Lake Pontchartrain from the Crescent City. Lake steamers are flat bottomed and have a tremendous carrying capacity, but the *Susquehanna* was jammed as full as any liner of the Great White Fleet—not with bananas, although they formed a large part of the refreshments—but with enthusiastic Club members and their wives, children, sweethearts, and friends. Dancing was enjoyed during the trip to the Park and, for that matter, all day long in the pavilion. A truck plied constantly between the park and Ozone Beach bringing the swimmers to and fro. Bridge tables beneath the majestic oaks kept the bridge fiends happy.

Then E. W. Schroeder started his sports program. A peanut race for ladies; a 50-yard dash for fat ladies; a three-legged race, which brought out some real talent among the stenographers; an obstacle race; and an egg and spoon race. These events were duplicated for the men but on a more dignified scale. A fat man who falls down looks so much more dignified than a fat lady, you know.

The events ended, everyone, in no wise affected by the lunch and cold drinks available (and indulged in) the whole day, turned with a will to a fish dinner.

But all good things must end and at 6:30 the *Susquehanna's* whistle tooted and the merrymakers were returned to New Orleans. Nobody needed rocking to sleep the night of August 29.

Officials of the Club are: Jules J. Cantrelle, president; Manuel P. Tosso, vice president; Thos. M. Hastasi, treasurer; A. J. DiFranco, secretary.

The new Board of Governors includes: J. Jehle, E. W. Schroeder, W. V. Dalferes, J. F. Dickey, R. H. Nestler, F. B. Chambers, E. L. Kuhne, W. J. McCauley, H. J. Fricken, W. W. Resor, J. Johannsen, A. J. Houpy, J. J. Mannel, E. J. Collins, R. Barcenas, J. J. O'Neil, P. R. Mealy, and Miss Laarmann.

Best wishes, and very truly yours,

(Signed) THEO. A. ("TED") WALTERS.

New York Division's Annual Outing

THE Annual Outing of the UNIFRUITCO Club of New York took place on Saturday, September 7.

From the time the *Chauncey M. Depew* left Pier 9, North River at 12:30 P. M., bound for Indian Point, New York, until she docked at the pier at 11:30 P. M., the five hundred who attended the outing had a thoroughly enjoyable time. This in spite of the fact that the rain which had been threatening for some time descended at about 6:00 P. M. and continued the rest of the evening, with intermittent thunder and lightning throughout the entire trip back to the city.

Music was furnished by our old friends, the "Kentuckians," who kept things lively on board ship and during dinner.

Boston won the baseball game by the score of 5-0. On account of the rain, only five innings were played. When the deluge started, even the most ardent fans fled to shelter. The batteries for Boston were McNamara and Jones, and for New York, Hickey and Magee. Each man on the winning team was presented with a miniature silver baseball.

The sixty-yard dash for women was won by Miss Nancy D'Angelo, of 17 Battery Place. Miss D'Angelo has demonstrated her ability to run at former Company outings. This time she was presented with a handsome traveling clock for her efforts.

Miss Edna Levy, of 75 West Street, was the winner of the potato race, the prize for this event being an attractive traveling bag.

Because of the inclement weather, the men's events were called off.

The day being extremely warm, the most popular and patronized concession was the swimming pool.

Tennis also had its innings by the lovers of that sport.

Dinner in the Pavilion was a jolly affair, and although the rain beat furiously against the glass enclosure, the diners continued to enjoy the food and the company, unperturbed.

All in all, the outing was voted one of the most successful and enjoyable events of the year.

Sidelights on the Outing

AS soon as the passenger gang-plank of the *Chauncey M. Depew* was lifted Messrs. M. C. O'Hearn, Ralph Keating and C. C. Baldwin were seen heading for the crew gang-plank in order to make their last-minute departure, as is customary in connection with steamers sailing from Pier 9. However, when they realized that they were booked to make this trip they entered into the spirit of the occasion and were still enjoying themselves when the ship returned to Pier 9.

Upon arrival at Indian Point the majority of picnickers donned bathing suits and headed right for the swimming pool, causing the water to rise about six inches and stay that way for the rest of the afternoon, but when this same "gang" arrived at the dining hall the quantity of food immediately dropped at a much larger ratio, and kept dropping until none was left.

At the beginning of the baseball game our players seemed to have a preference for Bear Mountain as they kept throwing the ball in that direction. Subsequently it became obvious that there were mountains all around and that our team really had no preference.

We witnessed the incident in which Hubie Magee obtained his discolored eye and sympathize with him because we know the majority of those asking him how he got it will not believe his story.

While the game was going on a pistol shot was heard and several persons were seen running toward the river, fearing that the visiting team possibly was from

Chicago and not from Boston. This shot was for the start of the track races, which proved to be the fastest on record, as they were over before one was able to cross the field to watch them.

Our only disappointment was the lack of moonlight; instead we had plenty of lightning. Every time it struck, a certain young lady was seen looking for a dark corner to hide in, only to find that it was already occupied—by two other people.

The entire Accounting Staff enjoyed the outing because this was one voyage for which Forms 79, 2476, 3461, etc., were not required.

The affair went over with a "bang." In fact, we never heard so much thunder in all our lives.

In the Spotlight

Mr. Mills in his bathing suit.

Captain Grant playing Life Guard.

Hubie Magee stopping a Boston run with his eye.

Captain Baldwin, in company with Mr. Dieckman, sitting in the Ladies' Lounge Room.

Mr. Wells passing out cigars.

Mr. Dodd reserving tables for the baseball players, who didn't show up until dinner was over.

Mr. Brady sitting out in left field.

Mr. Lux tripping the light fantastic.

Mr. Bennett playing bridge.

Mr. Heneghan greeting the ladies.

Miss Jewett picking up the wrong potatoes.

Mr. Carpenter looking for his hat.

Miss D'Angelo again winning the dash.

Mr. Percy playing handball with the roasted chicken.

Mr. Gordon being very prominent.

Mr. Hart telling tales of Bowling Green, Kentucky.

Mr. Tranaltes looking for his belt.

Mr. Moynihan reviewing the lunch-box.

The entire company wailing "Oh, it ain't gonna rain no mo'."

News Items
New York

Radio

THESE are travel days for Mr. William E. Beakes, Manager of the Radio Department. After returning from a business and inspection tour of the tropics, he again leaves us to attend the International Radio Communication Convention at the Hague, Netherlands. Mr. Beakes will be accompanied by Mrs. Beakes. We wish him much success.

Mr. Fred Muller, Marine Radio Superintendent, returned from his vacation spent down "in Dixie," and from what he has to say about it, he and his family must have had a great time. In addition to the many stories about the places visited and the people he met, he showed us some statistics in connection with motor traveling, i.e., motor efficiency with respect to gas, oil and water consumed, names of towns and distances between, actual miles covered and running time. The running time figures look as though Mr. Muller had been using an aeroplane.

In support of the stories he tells us about his fishing experiences on the Vernon River near Savannah, Georgia, he produced the accompanying photo.

A fast trip was made by Mr. and Mrs. Muller in their Chrysler 75 from Savannah to Miami, distance 518 miles, in fourteen hours, including stops. At Miami Mr. George Rogers, Superintendent of our Radio Station "Wax," and Mrs. Rogers, welcomed the visitors from the North and made every mintue of the time spent there very enjoyable.

Shipmates and friends of Patrick O'Keeffe, Chief Operator M. S. *La Marea* and the Dean of the Northern Division ship operators, will be glad to know of his recovery from recent illness and of his return to duty.

We are in receipt of advice that Mr. Wm. Ehmer, formerly Chief Operator S. S. *Sixaola,* has been honored by being appointed Mechanic and Radio Operator to accompany Colonel Charles Lindbergh who will pilot the first plane on a 1,240 mile extension of the Pan American Airway Line to South America during the later part of September. This plane will fly from Miami to Paramaribo, Dutch Guiana.

Freight Traffic Department

WE were very pleased to see Harry Einerman from our Cristobal office, late of the New York Freight Traffic Department. There's something different about Harry—a certain subtle change—and after much thought, we're laying it to his mustache. We never, never thought Cristobal would affect Harry that way.

The four points of the United States have been well represented in New York recently, for we had the pleasure of receiving a visit from Mr. J. H. O'Dowd and Mr. J. E. Scott of New Orleans, Mr. L. J. McCalley from Chicago, Mr. H. M. Huff of San Francisco, and Mr. J. J. Glennon from Boston.

It seems that all roads lead to 17 Battery Place, for Mr. J. P. DuVinage, Manager of our Havana Division, also stopped by to say hello, as did Mr. F. R. MacMahon.

Larry Brower, with his "between you and me and the lamp post," is back from his vacation. He's talking more and more to himself but perhaps that's due to his being home for three weeks.

We heard that Miss Albert is getting married during her vacation. She's kept things awfully quiet but news travels fast and furious in this Department. We wish to extend to Miss Albert the best of everything in this wide world.

Our old friend, Vin Kennedy, has also taken the big step. We all know Peggy and needless to say we extend them both our heartiest, even if Vin is now on the Boston baseball team.

Ah, the melancholy days have come,
The saddest of the year,
Too hot for whiskey cocktails,
Too cold for lager beer.

Accounting Department

THE Accounting Department has again promoted from its ranks employees who have proved themselves capable at this Division. A "double portion" was served this time, both Robert J. Horn and Harold R. Scheina having been transferred to the Cristobal Division to fill responsible positions there.

On August 26 a farewell dinner was arranged for them which was attended by practically all the male members of the Department, and as is customary at affairs of this kind, there were many eloquent speeches, during which the departing employees received numerous compliments.

The following day beautiful desk sets were presented to Bob and Harold by the employees of this Department. As they have been in our midst quite some time we regret very much to have Bob and Harold leave us, but at the same time we are delighted to see them progress and heartily extend our good wishes for their further success.

Mr. W. W. Clawson and his staff visited our office before sailing south on the S. S. *Pastores* September 7. As usual we were glad to see Mr. Clawson.

On August 30 New York City extended its characteristic welcome to outstanding heroes when the passenger and crew of the *Graf Zeppelin* were honored upon completion of their round-the-world trip. As usual on such occasions the office workers on Broadway were able to have a fine view of the parade while those on West Street got the litter of ticker tape and other waste paper.

J. McLaughlin has been in three automobile accidents during the past two months and although all bruised he is still able to get around the office. We hope this news will have a discouraging effect on certain automobile drivers and they will probably decide to "lay off" Jim for a while.

Claim Department

MR. SCHULTZ has returned from a pleasant sojourn in Virginia, the land of sunshine and Smithfield hams, both of which he thoroughly enjoyed.

Another member of our family, Eugene Donnelly, has also returned from vacation.

Can any one tell Tony Granato why he walked the floor twelve nights for a single tooth, the property of Tony II? We can't.

H. Syms is summering in his Asbury Park cottage and is expected back September 16.

One member of our staff returned to school and we are glad to welcome in his place G. V. Germann.

The Claim Department barometer indicates summer is over as our files, like the subways, are becoming more crowded every day.

Passenger Traffic Department

Notables and New York ships on which they sailed:

S. S. *Ulua,* August 17—Dr. R. L. Ditmars, Curator of New York Zoological Park, Bronx, N. Y., with wife and daughter, for cruise. Mr. L. Escruceria, Agent of UNITED FRUIT COMPANY at Tumaco, Colombia, and family, en route to Cristobal. Mr. H. Moses, stockholder of Company, and party, en route to Havana. Mr. W. Rance, Traffic Representative, Canadian Bank of Commerce, New York, for cruise. Mr. D. A. Salmon, Chief of Bureau of Archives, Department of State, Washington, D. C., and wife, for cruise.

S. S. *Carrillo,* August 17—Baroness M. Preuschen, relative of Mrs. A. H. Geissler, wife of American Minister to Guatemala, en route to Puerto Barrios. Mr. Whiting Williams, and daughter, for cruise, with stop-over at Tela.

S. S. *Castilla,* August 18—Miss E. A. Beck, daughter of Assistant General Freight Agent, Lehigh Valley Railroad, New York, and friends, Miss Helen May and Miss Gladys Husted, for cruise.

S. S. *Zacapa,* August 21—Mr. LaVerne Baldwin, American Vice Consul at Santa Marta, en route to Santa Marta. Mr. H. V. Thayer, Secretary of the Society of the Sons of the Revolution, en route to Cristobal.

S. S. *Toloa,* August 24—Mr. M. M. Hubbert, General Eastern Passenger Agent, Great Northern Railway, New York, with wife and daughter, en route to Havana.

S. S. *Calamares,* September 1—Mr. F. H. Keller, Chief Clerk to General Superintendent Motive Power, Pennsylvania Railroad, New York, and wife, for cruise.

S. S. *Tivives,* August 31—Mr. A. F. Valls, son of manager of Santiago Terminal Company, Santiago, Cuba, en route to Santiago. Mr. J. Montano N., Consul General of Guatemala at New York, en route to Puerto Barrios. Mrs. E. Schafer, wife of General Manager of the Empresa Electrica (Electric Bond & Share) Guatemala City, en route to Puerto Barrios.

S. S. *Pastores,* September 7—Mr. P. A. Blandon, Nicaraguan Diplomatic Representative of Foreign Relations to the United States, en route to Cristobal. Mr. C. V. DuMars, Construction Manager for the Otis Elevator Company, Havana, en route to Havana.

Notables and ships on which they arrived:

S. S. *Ulua,* August 11—Mr. R. E. Smyth, Costa Rican Minister of Foreign Affairs, en route from Port Limon, C. R. Mrs. Eulalie Dominguez, wife of Cuban Vice Consul at Philadelphia, and daughter, en route from Havana, Cuba.

S. S. *Toloa,* August 18—Mr. Edward Jouffret, Manager of Sevilla Biltmore Hotel, Havana, en route from Havana. Mr. J. Fitzwilson, Vice President of the New Orleans & Northwestern Railroad, en route from Havana. Mr. M. L. Wilcox, of Mr. Doswell's Office, Boston, en route from Havana.

S. S. *Metapan,* August 29—Mr. J. G. Kieffer, Manager of Jamaica Division, and wife, en route from Kingston, Jamaica.

S. S. *Sixaola,* September 5—Mr. T. G. S. Hooke, Manager of the Myrtle Bank Hotel, Kingston, Jamaica, en route from Kingston.

S. S. *Ulua,* September 8—Governor Harry Burgess of the Canal Zone, en route from Cristobal. Governor I. Galindo of Colon, Panama, and daughter, en route from Colon. Mr. Joshua Henriquez, Belgian Vice Consul to the Canal Zone, and family, en route from Cristobal.

New Employees

William C. Rennie, Watchman, Freight Terminal Department; Joseph Canfield, Office Boy, Freight Terminal Department; Berrien E. Riley, Junior Clerk, Claim Department; Anna Dragner, Comptometer Operator, Accounting Department; Stella Stall, Typist, Accounting Department; Charles Andalaro, Posting Clerk, Accounting Department; Merritt Carpenter, Watchman, Terminal Operations Department; William L. English, Clerk, Accounting Department; Robert L. Fletcher, Clerk, Accounting Department; Theodore Handelman, Stenographer, Passenger Traffic Department; Axel Dahlgard, Clerk, Accounting Department; Caesar Ponzi, Pier Clerk, Terminal Operations Department; James McNamara, Helper, General Storeroom; Sydney Temple, Junior Clerk, Freight Terminal Department; Royal Borrelli, Junior Clerk, Freight Terminal Department; Ricardo Terga, Office Boy, Freight Terminal Department; Anthony Crupi, Messenger, Mail Bureau; Everatt J. Moran, Clerk, Accounting Department; George Dunne, Office Boy, Terminal Operations Department; Carl A. Hatsiel, Clerk, Accounting Department; William McAllister, Helper, General Storeroom.

Poisoned Dagger

"No doubt you will allow me to take my laundry with me," said the haughty lodger who had been rather delinquent in his payments.

"Certainly," replied the landlady. "Your other collar is downstairs!"

—*Christian Science Monitor*

Stewards Department

THAT the ships of the Great White Fleet are kept clean and free from insects was confirmed on the last voyage of the S. S. *Ulua,* by Dr. R. L. Ditmars, Curator of the New York Zoological Gardens, who returned on that ship from an expedition to Panama.

The collection of tropical insects and snakes brought by Dr. Ditmars contained a number of cannibalistic tarantulas, which had to be brought to New York alive. After leaving Cristobal, Dr. Ditmars went to the galley and asked for some cockroaches, with which to feed his tarantulas, but after a thorough search, he was convinced that we had no such thing on board.

The tarantulas went hungry until the ship arrived at Havana, when Dr. Ditmars went to a restaurant and obtained enough big juicy cockroaches to feed his pets until arrival at New York.

The Medical Department and the Stewards Department have always prided themselves on the cleanliness of our ships, and this incident proves that this pride is justified.

Mr. M. J. Moynihan, Superintendent of the Stewards Department, has just returned from a tour of inspection of the ships at sea. At the tropical ports of call, he visited the Company's laundries and inspected the various native fruits, placing standing orders for these fruits for ships calling at those ports, in order to insure a plentiful supply for our passengers at all times.

THE following changes have taken place in the personnel of the Stewards Department, aboard our various steamers, during the past month:

New York Division

J. Pond, Chief Steward, S. S. *San Pablo* (Boston), to Chief Steward, S. S. *Calamares.*

A. Hotvedt, Chief Steward, S. S. *Calamares,* on vacation.

C. Lundgren, Second Steward, S. S. *Calamares,* to Chief Steward, S. S. *Manaqui.*

M. Stephenson, Chief Steward, S. S. *Manaqui,* to Chief Steward, S. S. *Metapan.*

M. Finnegan, Chief Steward, S. S. *Metapan,* to Chief Steward, S. S. *Pastores.*

W. Forbes, Chief Steward, S. S. *Pastores,* on vacation.

G. Clark, Chief Steward, S. S. *Toloa,* to Chief Steward, S. S. *Tivives.*

L. Duguid, Chief Steward, S. S. *Tivives,* on vacation.

A. M. Walker, from vacation, to Chief Steward, S. S. *Carrillo.*

W. Welsh, Chief Steward, S. S. *Carrillo,* to Chief Steward, S. S. *Castilla.*

A. Martin, Chief Steward, S. S. *Macabi,* on vacation.

B. Ryan, Saloon Steward, S. S. *Macabi,* to Chief Steward, S. S. *Macabi.*

New Orleans Division

A. Cullerton, from vacation, to Chief Steward, S. S. *Tela.*

A. Carrilles, chief Steward, S. S. *Tela,* to Chief Steward, S. S. *Parismina.*

F. Longway, Chief Steward, S. S. *Parismina,* to Acting Assistant Port Steward.

G. Pelkington, Second Steward, S. S. *Saramacca,* to Second Steward, S. S. *Abangarez.*

R. McIntosh, Butcher, S. S. *Suriname,* to Second Steward, S. S. *Suriname.*

W. Roe, Bartender, S. S. *Turrialba,* to Second Steward, S. S. *Turrialba.*

A. Walsh, Second Steward, S. S. *Abangarez,* to Chief Steward, S. S. *Abangarez.*

Boston Division

E. Seymour, from temporary leave of absence, to Chief Steward, S. S. *San Bruno.*

A. Stage, from vacation, to Acting Port Steward.

"Father, will you give me five cents for a poor man who is outside crying?"

"Yes, son; here it is. You are a charitable boy. What is the man crying about?"

"He's crying: 'Fresh roasted peanuts, five cents a bag'!"

Fruit Dispatch Company

New Orleans

MR. J. A. COYLE, our Resident Manager at Galveston, who is also Wharf Superintendent at that port, was a week-end visitor to New Orleans the middle of August, making the trip with Mrs. Coyle from Galveston by automobile. For a number of years before assuming his present duties, Mr. Coyle was one of our Assistant Wharf Superintendents at New Orleans. During his employment he has creditably filled various positions, far and wide, in the Company's service. His many friends at New Orleans were very glad to see him after an absence from the city of about two and a half years, and to find him looking so well.

The New Orleans office had the pleasure of a visit in August from Mr. Paul E. West, Manager of the UNITED FRUIT COMPANY at Cristobal.

Mr. B. E. Bookout, District Superintendent of Farms, Almirante, and Mr. R. D. Eden, Overseer, from Tela, accompanied by Mrs. Eden, were also tropical visitors at New Orleans in August. During their sojourn in the States both these gentlemen called on a number of our interior branches.

We were pleased to receive announcements from Mr. E. R. Fendley, of the Banana Selling Company, Mobile, of the arrival of a son, Edward Rogers, Jr., on August 2, and from Mr. W. B. Gaines, our Resident Manager at Atlanta, of a baby girl, Margretta Bird, on August 20. Congratulations are extended to the proud and happy fathers.

Mr. M. J. Polutta, Chief Clerk in the Charleston office, spent his vacation in New Orleans, with his wife and little son, in August, and while here paid the Fruit Dispatch office a visit. Mr. Polutta hails from New Orleans, and before his transfer to Charleston was employed in the Accounting Department in this city. He went to Charleston at or shortly after the time of the reopening of the office at that port and this was his first trip back to the old home town since his departure, about three years ago.

Messrs. J. H. Hammel and W. A. Eckert, of the New Orleans office, and Mr. Wm. Rozes, of the Banana Selling Company, New Orleans, accompanied by members of their families, spent their vacation on an automobile trip headed in the general direction of "Pike's Peak or Bust". Except for the breaking of an axle on Mr. Rozes' car the first day out, which caused a short delay for repairs, the party met with no mishaps other than tire troubles from inevitable punctures on so extensive a journey. Returning from Colorado they traveled via Kansas City, St. Louis and Memphis and reached home the 30th of August, somewhat tired out but enthusiastic over their experience. En route respect was paid, by phone or personal call, to the offices at Ft. Worth, Denver and St. Louis. An incident of the trip was sighting from the highway some cars of bananas in a passing train in the vicinity of Amarillo, Texas. Mr. Eckert, who is employed in the Messenger Department, hailed the train crew and succeeded in getting the messenger in charge of the shipment to present himself to view for an exchange of greetings.

Fruit Dispatch Company
New Employees

John T. Douglas III, Cashier, San Antonio, Tex. K. Brown, Student, Loading Department, Boston, Mass. J. Moreno, Office Boy, New York, N. Y.

Latest Advice from Havana

There is a new September baby in Havana —Patricia Kelly, daughter of Mr. and Mrs. John A. Kelly.

Mrs. Parkins, writing to the head mistress of the school attended by her daughter, said:—

"Dear Madam,—My daughter, Gladys, informs me that last year she was obliged to study vulgar fractions. Please do not let this happen again. If my child must study fractions, let them be as refined as possible."

UNIFRUITCO

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M. E. Schoen
Editor

The Mediterranean Fruit Fly

Vignette
By H. OTWELL

Snow, Sunshine and Snow
By H. HOLT—Chapter III

Announcement of Prize Winners in Contest
Essay by CHARLES F. BERRY
Essay by HOWARD W. WING and LOWELL D. CRANDON

What Price Vitamins?
By HARRY von LOESECKE

Winter Tours and Cruises
By W. B. WHEELER

High Lights on a Bush Trip
By W. J. MILLER

The Stevedore
By CAPTAIN THOS. E. WALKER

Plane Facts
By WILLIAM L. GARRETT, Jr.

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